



U.S. Department
of Homeland Security
**United States
Coast Guard**

**LOCAL NOTICE TO MARINERS
WEEKLY EDITION**

District: 5

Week: 28/07

Coastal Waters from Shrewsbury River, New Jersey to Little River, South Carolina

[HTTP://www.navcen.uscg.gov](http://www.navcen.uscg.gov)

The weekly edition of the Local Notice to Mariners contains all information relevant to the waterways within the Fifth Coast Guard District. This edition should be retained as a reference for subsequently issued Weekly Supplements. The Local Notice to Mariners is updated each Tuesday on the U.S. Coast Guard Navigation Center website at www.navcen.uscg.gov/lnm/d5. If you have questions about the LNM, please contact:

COMMANDER, FIFTH COAST GUARD DISTRICT (dpw)
431 Crawford Street, Portsmouth, Virginia 23704
Telephone (Day) : 1-757-398-6486/6552

Coast Guard Customer Infoline (8:00 a.m. - 4:00 p.m.): 1-800-368-5647.
Hearing Impaired (TDD) 1-800-689-0816

REFERENCES

Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2006 EDITION
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA (40th) Edition
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL (38th) Edition
All bearings are in degrees TRUE - All times are in Local Time inless otherwise noted.

NAVIGATIONAL INTERNET SITES

CHART CORRECTION

<http://chartmaker.ncd.noaa.gov> and <http://www.maptech.com>

2006 Light List/ Summary of Corrections

<http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm>

NOAA Chart Viewer (Posting of all up to date NOAA charts for viewing
on Internet browser to be used for ready reference or planning)

<http://www.NauticalCharts.gov/viewer>

Coast Pilot Corrections

<http://nauticalcharts.noaa.gov/ncd/cpdownload.htm>

D5 LNM on Internet/Archived Back Issues for 2005/2006

<http://www.navcen.uscg.gov/lnm/d5>

Chesapeake Bay Weather Buoys

<http://www.cbos.org/client.cgi>

NOAA Weather Buoy Sites

<http://seaboard.ndbc.noaa.gov/Maps/wrldmap.shtml>

Tides on Line

<http://www.tidesonline.nos.noaa.gov>

Tides, Currents, PORTS

<http://www.co-ops.nos.noaa.gov>

Weather

<http://www.intellicast.com/>

U.S. Army Corps of Engineers Willimington District Survey Maps
<http://www.saw.usace.army.mil/nav>
U.S. Army Corps of Engineers Norfolk District Survey Maps
<http://www.nao.usace.army.mil/redesign/homepage>
U.S. Army Corps of Engineers Baltimore District Survey Maps
<http://www.nab.usace.army.mil/Surveys/BHC/bhc.htm>

BROADCAST NOTICES TO MARINERS

This section contains corrections to federal and private Aids to Navigation, as well as NOS Corrections. Navigation information having been of immediate concern to the Mariner and promulgated by the following Broadcast Notices to Mariners (BMNs) have been incorporated in this notice when still significant at the date of this publication.

CCGD5 (D5) -338-07, 353-07, 355-07 THRU 361-07.

Sector Delaware Bay (DB)-270-07.

Sector Field Office Atlantic City (AC)-247-07, 252-07, 259-07, 268-07, 271-07, 272-07.

Sector Baltimore (BA)- 368-07, 371-07 THRU 376-07.

Sector Hampton Roads (HR)- 237-07, 238-07, 239-07, 249-07, 250-07, 252-07, 253-07, 257-07, 272-07 THRU 274-07, 277-07, 279-07, 282-07 THRU 287-07.

Sector North Carolina (NC)- 272-07, 273-07, 275-07, 278-07 THRU 284-07, 287-07, 288-07, 291-07, 292-07, 293-07, 297-07, 299-07, 300-07, 301-07, 318-07, 319-07, 321-07, 324-07, 325-07, 327-07, 328-07, 329-07, 330-07, 331-07.

ABBREVIATIONS

A through I

ACOE - Army Corps of Engineers
ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
B - Buoy
BKW - Breakwater
B - Refer to Light List
BNM - Broadcast Notice to Mariner
CG - Refer to Light List
CHAN - Channel
CGD - Coast Guard District
CR - Refer to Light List
C/O - Cut Off
CONT - Contour
CONSTR - Construction
CRK - Creek
CONST - Construction
DBN - Daybeacon
DBD/DAYBD - Dayboard
DBN/DEST - Daybeacon Destroyed
DBN IMCH - Daybeacon Improper Characteristic
DISCON - Discontinued
DMGD - Daybeacon Damaged
EST - Established Aid
EVAL - Evaluation
EXT - Extinguished
FL - Flashing
FS - Fog Signal
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
ISL - Islet
-

K through M

KBG - Refer to Light List
KBG-I - Refer to Light List
KBR - Refer to Light List
KBR-I - Refer to Light List
KBW - Refer to Light List
KGB - Refer to Light List
KGB-I - Refer to Light List
KGR - Refer to Light List
KGR-I - Refer to Light List
KGW - Refer to Light List
KGW-I - Refer to Light List
KRB - Refer to Light List
KRB-I - Refer to Light List
KRG - Refer to Light List
KRG-I - Refer to Light List
KRW - Refer to Light List
KWB - Refer to Light List
KWB-I - Refer to Light List
KWG - Refer to Light List
KWG-I - Refer to Light List
KWR - Refer to Light List
KWR-I - Refer to Light List
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MISS - Missing
MR - Refer to Light List
MR-I - Refer to Light List

N through Z

NB - Refer to Light List
N/C - Not Charted
ND - Refer to Light List
NG - Refer to Light List
NGA - National Geospatial-Intelligence Agency
NL - Refer to Light List
NO - Number
NOS - National Ocean Service
NR - Refer to Light List
NW - Refer to Light List
NW - Notice Writer
NY - Refer to Light List
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
PRIV - Private Aid
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REDINT - Reduced Intensity
RRL - Range Rear Light
RELIGHTED - Aid Relighted
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
SEC - Section
SG - Green Square
SG-SY - Green Square with Yellow Square
SHL - Shoaling
SND - Sound
TEMP - Temporary Aid Change
St M - Statute Mile
TR - Red Triangle
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TR-TY - Red Triangle with Yellow Triangle
TRUB - Temporarily Replaced by Unlighted Buoy

Additional Abbreviations Specific to this LNM Edition: None

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecision-s in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice, running ice or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

CODE OF FEDERAL REGULATIONS -TITLE 33 PART 70 - INTERFERENCE WITH OR DAMAGE TO AIDS TO NAVIGATION

No person, shall take possession of or make use of for any purpose, or build upon, alter, deface, destroy, move, injure, obstruct by fastening vessels thereto or otherwise, or in any manner whatever impair the usefulness of any aid to navigation established and maintained by the United States.

Recently several offshore NOAA data buoys parted their moorings and became adrift due to excessive strain on the mooring. These navigational data buoys collect valuable on scene weather data for all mariners. These buoys are anchored to the seabed, and some have a watch circle radius of over 1 nautical mile. Once the mooring is parted and the buoy is adrift only certain Coast Guard resources can reset the aid back on its intended station. Coordinating of resources to retrieve the buoy, and place it back on station is time consuming and sometimes take weeks, thus valuable weather information cannot be obtained and relayed to mariners in need of it. Mariners are advised not to interfere with these aids to navigation and report any sightings of vessels tied off to them to the U.S. Coast Guard. Interference with or intentional damage to Aids to Navigation is a misdemeanor and shall be subject to a fine not exceeding the sum of \$500 for each offense (33 CFR 70.0l).

DATES OF LATEST EDITIONS OF NAUTICAL CHARTS AND MISCELLANEOUS MAPS

The Dates of Latest Editions, Nautical Charts and Miscellaneous Maps, dated April 1, 2007, published by the National Ocean Service, is available for issue. It may be obtained free by mail from the FAA/National Aeronautical Charting Office, Distribution Division AVN-530, 10201 Good Luck Road, Glenn Dale MD, 20769-9700, by telephone at 1-800-638-8972, or from your local authorized nautical chart sales agent. This is a quarterly publication listing the most recent editions of nautical charts, miscellaneous maps and publications relating to navigation, weather, etc. with brief descriptions and newly updated prices for most of the publications listed. Much of this information may also be obtained online at: <http://chartmaker.ncd.noaa.gov/mcd/dole.htm>

CHESAPEAKE BAY-REGULATED NAVIGATION AREA (RNA) REQUIREMENTS FOR PORT ENTRY/TRANSIT/DEPARTURE.

Mariners have been advised that there has been an amendment to the Chesapeake Bay Regulated Navigation Area which requires all vessels 300 gross tons and over, including tug and barge combined, to obtain permission prior to entering, departing, and/or moving within the Regulated Navigation Area. To obtain permission, vessels shall contact the Joint Harbor Operations Center (JHOC) prior to entry or movement via VHF-FH CH 12, alternate 13/16 and relay vessel documentation number, IMO number or VIN for verification. This includes entries from offshore, James River, Chesapeake Bay or Intracoastal Waterway. Alternate JHOC phone numbers are (757) 444-5210/5209. If the JHOC cannot be reached, the Captain of the Port (COTP) Command Duty Officer may be reached at (757) 668-5555.

FIELD TESTING OF LIGHT EMITTING DIODE (LED) LANTERNS

The Coast Guard will be conducting a one-year field test using self contained Light Emitting Diode (LED) Lanterns. The LED lanterns will replace standard lighting equipment on the following aids to navigation:

Chesapeake Channel Lighted Buoy 23 (LLNR 7150)

FIELD TESTING OF LIGHT EMITTING DIODE (LED) LANTERNS

Chesapeake Channel Lighted Buoy 33 (LNRL 7200)
Chesapeake Channel Lighted Buoy 34 (LLNR 7205)
Chesapeake Channel Lighted Buoy 86 (LLNR 7755)
Chesapeake Channel Lighted Wreck Buoy WR 87 (LLNR 7765)
Fort McHenry Channel Lighted Buoy 18 (LLNR 8310)
Thimble Shoal Channel Lighted Bell Buoy 9 (LLNR 9255)
Thimble Shoal Channel Lighted Buoy 15 (LLNR 9285)
Elizabeth River Channel Lighted Bell Buoy 3 (LLNR 9465)
Norfolk International Terminal North Lighted Buoy 2N (LLNR 9551.5)
Elizabeth River Channel Lighted Buoy 18 (LLNR 9600)
Elizabeth River Channel Lighted Buoy 29 (LLNR 9715)
Elizabeth River Channel Lighted Buoy 33 (LLNR 9850)
Newport News Channel Lighted Buoy 2 (LLNR 10840)
Newport News Channel Lighted Buoy 14 (LLNR 10890)
York River Entrance Channel Lighted Gong Buoy 2 (LLNR 13400)
York River Lighted Buoy 18 (LLNR 13495)
Perrin River Junction Lighted Buoy PR (LLNR 13510)
York River Lighted Buoy 21 (LLNR 13560)
Curtis Bay Entrance Channel Lighted Buoy 1 CB (LLNR 20860)
Curtis Bay Channel Lighted Buoy 2 (LLNR 20865)
Curtis Bay Channel Lighted Buoy 9 (LLNR 20910)
Curtis Bay Channel Lighted Buoy 13 (LLNR 20935)
Dundalk Terminal East Channel Lighted Buoy 4 (LLNR 21025)
Dundalk Terminal East Channel Lighted Buoy 7 (LLNR 21027)
Ferry Bar Channel Lighted Buoy 2 (LLNR 21210)
Hatteras Inlet Channel LT 11 (LLNR 28730)
Hatteras Inlet Channel LT 24 (LLNR 28785), nominal range will increase to 4NM
Oregon Inlet Channel LT 55 (LLNR 28195), nominal range will increase to 4NM
Roanoke Sound Channel LT 4 (LLNR 28375), nominal range will increase to 4NM
Roanoke Sound Channel LT 22 (LLNR 28485), nominal range will increase to 4NM
Walter Slough Channel LT 5 (LLNR 28320)

Comments on the visibility of these new LED lanterns under all atmospheric and background lighting conditions are encouraged. Please send comments to: Commander (dpw)

5th Coast Guard District
431 Crawford Street, Rm. 100
Portsmouth, VA. 23704-5004
Attn: Mr. Tom Flynn
Or email to: Thomas.W.Flynn@uscg.mil

LNLM: 08/07

RULES OF THE ROAD CONCERNING LOOKOUT REQUIREMENTS FOR ALL VESSELS AND RISK OF COLLISION.

The U.S. Coast Guard is reminding mariners of the importance of maintaining a proper lookout. Rule 5 of the INLAND AND INTERNATIONAL NAVIGATION RULES requires that all vessels maintain a proper lookout at all times by sight and hearing, as well as by all available means appropriate in the prevailing circumstances and conditions, so as to make a full appraisal of the situation and of the risk of collision. Action taken to avoid a collision shall be positive, made in ample time and with due regard to the observance of good seamanship. When a risk of collision exists, all vessels, regardless of whether they are the stand-on vessel or the give-way vessel, must take prompt action to avoid a collision. When in doubt about whether a risk of collision exists, mariners should assume there is risk of collision and act accordingly.

PUBLIC COMMENT PERIOD ON CONTINUED NEED FOR HF RADIO BROADCAST OF WEATHER WARNINGS

The US Coast Guard is seeking public comment on the need to continue providing high frequency (HF) radio broadcasts of weather forecasts and warnings. Public comment is necessary in order to assess the demand for the HF radio broadcasts in each of three forms: (1) radiofacsimile; (2) voice; and (3) simplex teletype over radio (SITOR), also known as narrow band direct printing (NBDP). The infrastructure necessary to provide these services has exceeded its useful life expectancy; the equipment is no longer manufactured, repairs are difficult to accomplish, and spare parts generally are not available. Comments should be submitted by August 24, 2007 and addressed to . Commander (dpw)

5th Coast Guard District

PUBLIC COMMENT PERIOD ON CONTINUED NEED FOR HF RADIO BROADCAST OF WEATHER WARNINGS

431 Crawford Street, Rm.100
Portsmouth, VA. 23704-5004

LNLM: 18/07

REQUIRED BALLASTWATER MANAGEMENT REPORTS FOR VESSELS OPERATING OUTSIDE THE EEZ

Mariners are reminded that in accordance with 33 CFR 151.2040, all vessels which carry ballast water, including residual ballast water and sediments, are asked to submit a ballast water management report after operating outside the EEZ at their first port of call in U.S. waters. These reports may be transmitted electronically to <http://invasions.si.edu/ballast.htm>, e-mailed to ballast@serc.si.edu, faxed to Commandant, U.S. Coast Guard, c/o the NBIC at 301-261-4319, or mailed to U.S. Coast Guard, c/o Smithsonian Environmental Research Center (SERC), P.O. Box 28, Edgewater, MD. 21037-0028.

ENDANGERED NORTH ATLANTIC RIGHT WHALE CAUTIONARY NOTICE

DURING THE WINTER MONTHS, FIFTH COAST GUARD DISTRICT WATERS CONTAIN ENDANGERED NORTH ATLANTIC RIGHT WHALES. THESE WHALES OFTEN REMAIN WITHIN 20NM OF THE COASTLINE, MAKING THEM PRONE TO COLLISIONS WITH VESSELS. DURING THIS TIME OF THE YEAR, VARIOUS SPECIES OF WHALES, INCLUDING THE CRITICALLY ENDANGERED RIGHT WHALE, MAY BE ENCOUNTERED IN OFFSHORE AND COASTAL WATERS. RIGHT WHALES ARE SLOW MOVING ANIMALS THAT ARE PRONE TO COLLISIONS WITH VESSELS. VESSEL OPERATORS ARE REMINDED TO USE CAUTION AND PROCEED AT SAFE SPEEDS IN AREAS USED BY RIGHT WHALES. INTENTIONALLY APPROACHING WITHIN 500 YARDS OF RIGHT WHALES IS PROHIBITED AND IS A VIOLATION OF FEDERAL LAW. A MINIMUM DISTANCE OF 500 YARDS MUST BE MAINTAINED FROM A SIGHTED WHALE. NOAA RECOMMENDS THAT OPERATORS ASSUME THAT ANY WHALE SIGHTED WITHIN 30 NAUTICAL MILES OF THE COAST IS A RIGHT WHALE. NOAA ALSO RECOMMENDS SPEEDS BELOW 10 KNOTS IN AREAS USED BY RIGHT WHALES WHEN CONSISTENT WITH SAFETY OF NAVIGATION. PLEASE REPORT ALL RIGHT WHALE SIGHTINGS TO 978-585-8473 OR TO THE COAST GUARD.

LNLM: 03/07

USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER

The United States Coast Guard Navigational Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information on GPS, DGPS, and LORAN-C. The NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar (NANU). These notices can also be obtained via-e-mail subscription through the USCG Navigation Center website (<http://www.navcen.uscg.gov/gps/status/default.htm>). In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or LORAN service. Mariners are encouraged to report all degradation of radio navigation services to the NIS via any of the following: Phone: 703-313-5900, Email: webmaster@navcen.uscg.mil or on the World Wide Web at <http://www.navcen.uscg.gov>.

NAUTICAL CHART UPDATES

The National Ocean Service (NOS) has moved and expanded the function of its -critcorr- website. The new -Nautical Chart Updates- website allows the mariner to update their nautical charts from one database that includes information from NOS, and NGA Notice to Mariners, the Coast Guard Local Notice to Mariners and the Canadian Coast Guard Notice to Mariners. To access the website and for more information go to: <http://chartmaker.ncd.noaa.gov/> and click on -Chart Updates-.

NATIONAL OCEAN SERVICE (NOS) - CHARTS, PUBLICATIONS, AND TABLES - SALES AGENTS

Sales agents for Charts and Coast Pilots of the National Ocean Service are located in many U. S. ports and in some foreign ports. A list of authorized sales agents and chart catalogs is available free upon request from National Ocean Service, Distribution Division (N/ACC3), 6501 Lafayette Avenue, Riverdale, Maryland 20737.

SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
330	Great Machipongo Inlet Lighted Whistle Buoy GM	LT EXT	12210	214HR	23/07	
503	Rudee Inlet Entrance Lighted Buoy 2	BUOY DMGD	12208	253HR	27/07	
680	Cape Lookout Shoals Lighted Buoy 2	LT EXT	11543	264NC	24/07	
690	Cape Lookout Shoals Lighted Buoy 4	LT EXT	11544	327NC	28/07	
835	Frying Pan Shoals Lighted Buoy 16	LT EXT	11536	242NC	23/07	
2220	Channel Crossing Buoy 1	MISSING	12304	189DB	20/07	
2975	Cherry Island Range Front Light	LT EXT	12311	202DB	21/07	
4050	Landreth Range Rear Light	LT EXT	12314	643DB	50/06	
4780	Isle of Wight Bay Daybeacon 1	TRUB	12211	0095ES	27/05	
5040	Sinepuxent Bay Channel Light 11	TRLB	12211	0093ES	26/05	
5135	Sinepuxent Bay Channel Light 35	LT EXT	12211	021ES	12/07	
5270	Chincoteague Inlet Lighted Whistle Buoy CI	TMK MISSING	12210	186HR	21/07	
5340	Chincoteague Channel Daybeacon 15	TRUB	12210	149ES	50/06	
5365	Chincoteague Channel Warning Daybeacon	TRUB	12210	0020ES	16/06	
5385	Chincoteague Channel Light 25	TRLB	12210	042ES	23/06	
5390	Chincoteague Channel Daybeacon 27	TRUB	12210	0133ES	45/05	
5570	Wishart Point Channel Daybeacon 8	MISSING	12210	NONED5	41/06	
6139	Virginia Inside Passage Daybeacon 158A	TRUB	12210	049ES	15/07	
6155	Virginia Inside Passage Daybeacon 162	TRUB	12210	NONEHR	25/04	
6260	Virginia Inside Passage Daybeacon 194	TRUB	12210	0026ES	19/06	
6348	Virginia Inside Passage Daybeacon 213	TRLB	12224	076ES	31/06	
6660	Wachapreague Channel Light 6	TRLB	12210	005ES	03/07	
6800	Great Machipongo Inlet Lighted Whistle Buoy GM	LT EXT	12210	214HR	23/07	
6930	Great Machipongo Channel Light 11	TRLB	12210	128ES	44/06	
6970	Sand Shoal Inlet Lighted Buoy 1	OFF STA	12210	228HR	24/07	
6990	Sand Shoal Channel Light 1	MISSING	12224	227HR	24/07	
7325	Stingray Point Light	TRLB	12235	0120HR	14/06	
7480	Smith Point Light	REDUCED INT	12228	584HR	50/06	
7690	Sharps Island Light	LT EXT	12266	303BA	23/07	
8595	Upper Chesapeake Channel Range Front Light	LT EXT	12274	373BA	28/07	
8640	Upper Chesapeake Channel Lighted Buoy 38	LT EXT	12274	374BA	28/07	
9205	Thimble Shoal Channel Lighted Bell Buoy 1TS	OFF STA	12222	285HR	28/07	
9600	Elizabeth River Channel Lighted Buoy 18	LT EXT	12245	281HR	28/07	
9840	Elizabeth River Channel Lighted Buoy 32	OFF STA	12253	257HR	27/07	
10075	Elizabeth River Southern Branch Buoy 27	OFF STA	12253	251HR	27/07	
10160	Long Creek Channel Daybeacon 2	TRUB	12254	0187HR	21/06	
10390	Long Creek East Channel Daybeacon 14	TRLB	12254	593HR	51/06	
10420	Broad Bay Channel Daybeacon 18	MISSING	12254	250HR	26/07	
10435	Linkhorn Bay Daybeacon 20A	TRUB	12254	303HR	31/06	
10630	Naval Boat Channel Daybeacon 5	TRLB/DBN DEST/DBD DEST	12245	246HR	26/07	
13345	Goodwin Thorofare Channel Light 12	TRLB/DBN DEST/DBD DEST	12241	277HR	28/07	
14585	Milford Haven East Light 3	DBD DMGD	12235	288HR	28/07	

14710	Jackson Creek Channel Daybeacon 3	OFF STA /TRUB	12235	247HR	26/07
15265	Urbanna Creek Channel Daybeacon 9	DBD DMGD	12237	145HR	19/07
16130	Dividing Creek Entrance Daybeacon 6	DBD DEST	12235	255BA	19/07
16855	Potomac River Middle Channel Lighted Whistle Buoy B	TMK MISSING	12233	307BA	23/07
17355	Potomac River Middle-Channel Lighted Whistle Buoy C	LT EXT	12286	284BA	20/07
19660	South River Light 18	LT EXT	12270	348BA	25/07
20100	Magothy River Light 3	LT EXT	12282	347BA	25/07
21435	Old Plantation Light	DBD DEST	12224	508HR	46/06
23380	Manokin River Light 2MR	DBN DMGD	12231	335BA	24/07
23825	Wicomico River Channel Daybeacon 24	DBD DMGD	12261	376BA	28/07
24200	Broad Creek Daybeacon 2	DBD DEST	12261	256BA	19/07
25235	Choptank River Channel Daybeacon 57	TRUB	12268	201BA	15/07
25440	Tred Avon River Light 6	TRLB	12266	353BA	26/07
26370	Kent Island Narrows South Approach Channel Daybeacon 5	DBD DMGD	12272	243BA	18/07
28300	Old House Channel Light 24 OH	TRLB/DBD DEST	12204	331NC	28/07
28330	Walter Slough Daybeacon 7	TRUB	12204	133NC	13/07
28355	Walter Slough Daybeacon 12	OFF STA /TRUB//DBD DEST	12204	0212NC	15/06
28910	Ocracoke Inlet Buoy 3	MISSING	11550	172NC	17/07
28964	Teaches Hole Lighted Buoy 27	LT EXT	11550	329NC	28/07
29070.1	Big Foot Slough Channel Daybeacon 10B	DBD DMGD	11550	325NC	28/07
29575	Bogue Inlet Daybeacon 18	TRUB	11541	374NC	28/06
29660	New River Inlet Buoy 2	OFF STA	11541	175NC	18/07
29675	New River Inlet Lighted Buoy 5	TRLB	11541	568NC	44/06
29765	Courthouse Bay Daybeacon 1	TRUB	11542	191NC	18/07
29800	New River Channel Daybeacon 21	TRUB	11542	194NC	19/07
29900	Wallace Creek Light 2	LT EXT	11542	250NC	23/07
30017	New Topsail Inlet Buoy 6A	OFF STA	11541	265NC	24/07
32095	Long Shoal River Daybeacon 3	DBD DMGD	11552	292NC	26/07
32540	Brant Island Warning Daybeacon I	DBD DMGD/DBN DEST	11548	279NC	25/07
32550	Brant Island Warning Daybeacon K	DBD DMGD	11548	280NC	25/07
32570	Brant Island Warning Daybeacon O	DBD DMGD	11548	282NC	25/07
33475	Bay River Daybeacon 22	TRUB/DBD DEST	11548	275NC	25/07
34825	Beaufort Harbor Channel Daybeacon 3A	MISSING	11547	238NC	23/07
34931	Manasquan Inlet Lighted Bell Buoy 2M	BUOY DMGD/LT EXT	12324	259DB	27/07
34932	Manasquan Inlet Light 3	SS INOP	12324	006DB	01/07
34945	Manasquan River Light 4	DBD DMGD	12324	247DB	27/07
34960	Manasquan River Light 6	DBD DMGD/MSLD SIG	12324	247DB	27/07
35065	New Jersey Intracoastal Waterway Light 26	REDUCED INT	12324	217DB	23/07
35120	New Jersey Intracoastal Waterway Light 39	REDUCED INT	12324	218DB	23/07
35420	New Jersey Intracoastal Waterway Junction Light LB	LT EXT	12316	252DB	27/07
35430	New Jersey Intracoastal Waterway Light 109	LT EXT	12316	137DB	17/07
35435	New Jersey Intracoastal Waterway Light 110	LT EXT	12316	138DB	17/07
35460	New Jersey Intracoastal Waterway Light 115	OFF STA /TRLB	12316	205DB	21/07
35470	New Jersey Intracoastal Waterway Buoy 117	OFF STA	12316	215DB	24/07
35540	New Jersey Intracoastal Waterway Buoy 131	TRUB	12316	074DB	10/07
35555	New Jersey Intracoastal Waterway Buoy 135	MISSING	12316	271DB	28/07
35560	New Jersey Intracoastal Waterway Buoy 136	MISSING	12316	271DB	28/07

35565	New Jersey Intracoastal Waterway Buoy 138	TRUB	12316	213DB	11/07
35695	New Jersey Intracoastal Waterway Light 172	LT IMCH	12316	242DB	25/07
35867	New Jersey Intracoastal Waterway Buoy 221	MISSING	12316	199DB	20/07
35880	New Jersey Intracoastal Waterway Light 225	MISSING	12316	609DB	48/06
36030	New Jersey Intracoastal Waterway Daybeacon 270	TRUB/DBD DMGD	12316	225DB	23/07
36765	Cape May Harbor Light 14	DBD DMGD	12317	219DB	23/07
36925	Elizabeth River Southern Branch Buoy 27	OFF STA	12253	251HR	27/07
37325	Great Bridge Albemarle Sound Light 23	DBN DMGD	12206	287HR	28/07
38155	Goose Creek Daybeacon 4	DBD DMGD	11553	262NC	23/07
38205	Goose Creek Daybeacon 17	DBD DEST	11553	324NC	28/07
38825	Peletier Creek Entrance Channel Daybeacon 2	TRUB	11541	236NC	21/07
38880	Bogue Sound Daybeacon 11	TRUB/DBD DEST	11541	301NC	25/07
38885	Bogue Sound Daybeacon 12	DBD DEST	11541	328NC	28/07
39340	New River/Cape Fear River Daybeacon 12	DBD DMGD/DBN DMGD	11541	290NC	26/07
39430	New River/ Cape Fear River Daybeacon 51	TRUB/DBN DMGD	11541		26/07
39455	New River/ Cape Fear River Daybeacon 65	MISSING/TRUB	11541	316NC	27/07
39495	New River/Cape Fear River Light 83	TRLB/DBN DEST/DBD DEST	11541	300NC	27/07
39745	New River/ Cape Fear River Daybeacon 157	TRUB	11534	229NC	21/07
40055	Cape Fear Little River Daybeacon 5	DBD DEST	11534	326NC	28/07
40250	Cape Fear Little River Light 51	TRLB/DBD DEST	11534	291NC	26/07

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
501	Rudee Inlet Entrance Lighted Buoy 1	WATCHING PROPERLY	12208	252HR	27/07	28/07
1460	Cape May Harbor Range Rear Light	RELIGHTED	12317	158DB	18/07	18/09
5005	Sinepuxent Bay Daybeacon 3	RESET ON STATION	12211	276HR	27/07	28/07
7475	Great Wicomico River Light	WATCHING PROPERLY	12235	258HR	27/07	28/07
10450	Linkhorn Bay Light 23	RESET ON STATION	12222	278HR	27/07	28/07
14775	Milford Haven Daybeacon 3A	WATCHING PROPERLY	12235	288HR	28/07	28/07
16190	Great Wicomico River Light	WATCHING PROPERLY	12235	258HR	27/07	28/07
21145	Seagirt Marine Terminal West Channel Lighted Buoy 4	WATCHING PROPERLY	12281	366BA	27/07	28/07
21270	Ferry Bar Channel Lighted Buoy 7	RELIGHTED	12281	369BA	28/07	28/07
21370	North Channel Buoy 4	WATCHING PROPERLY	12222	280HR	28/07	28/07
22690	Broad Creek Channel Daybeacon 11	REBUILT/RECOVERED	12228	281BA	20/07	28/07
25460	Tred Avon River Daybeacon 11	RELOCATED	12266	300BA	21/07	28/07
27205	Gunpowder River Light 9	RELIGHTED	12274	367BA	27/07	28/07
28195	Oregon Inlet Channel Light 55	WATCHING PROPERLY	12204	NONENC	28/07	28/07
28300	Old House Channel Light 24 OH	WATCHING PROPERLY	12204	315NC	27/07	28/07
29020	Silver Lake Light 9	WATCHING PROPERLY	11550	243NC	23/07	28/07
29070.3	Big Foot Slough Channel Daybeacon 11	WATCHING PROPERLY	11550	303NC	27/07	28/07
32290	Frisco Approach Light 2F	WATCHING PROPERLY	11555	203NC	19/07	28/07
33360	Pamlico River Channel Light 17	WATCHING PROPERLY	11554	21/07	21/07	28/07
33740	Greens Creek Daybeacon 1	WATCHING PROPERLY	11541	267NC	24/07	28/07
33745	Greens Creek Daybeacon 2	WATCHING PROPERLY	11541	317NC	28/07	28/07
33790	Adams Creek Light 1AC	WATCHING PROPERLY	11541	302NC	27/07	28/07
34151	Neuse River Buoy 51C	RESET ON STATION	11552	297NC	27/07	28/07
34934	Manasquan Inlet Light 4	WATCHING PROPERLY	12324	255DB	27/07	28/07

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
580	Navy Air Combat Maneuvering Range Tower Light C	LT EXT	12200	672NC	52/06	
585	Navy Air Combat Maneuvering Range Tower Light G	LT EXT	12200	673NC	52/06	
874	Sea Girt Outfall Light	SS INOP	12324	223DB	23/07	
874	Sea Girt Outfall Light	SS INOP	12324	547DB	42/06	
1395	Great Egg Harbor River Lighted Buoy 1	LT EXT	12318	0067AC	07/06	
1690	Bidwell Creek Entrance Light 2	DBD DMGD	12304	NONEAC	37/06	
2118	Burton Prong Buoy 2	DBD DMGD	12216	NONE	37/06	
2119	Burton Prong Buoy 4	MISSING	12216	0173AC	16/06	
2119.06	Herring Creek Daybeacon 6	DBD DMGD	12216	0154AC	16/06	
2119.07	Herring Creek Daybeacon 7	MISSING	12216	0155AC	16/06	
2119.08	Herring Creek Daybeacon 8	MISSING	12216	0156AC	16/06	
2119.11	Herring Creek Daybeacon 11	DBD DMGD	12216	NONE	37/06	
2119.13	Herring Creek Daybeacon 13	MISSING	12216	0157AC	16/06	
2119.14	Herring Creek Daybeacon 14	MISSING	12216	158AC	16/06	
2119.15	Herring Creek Daybeacon 15	DBD DMGD	12216	NONE	37/06	
2119.17	Herring Creek Daybeacon 17	DBD DMGD	12216	0159AC	16/06	
2119.19	Herring Creek Daybeacon 19	DBD DEST	12216	NONE	37/06	
2119.2	Herring Creek Daybeacon 20	MISSING	12216	0160AC	16/06	
2119.22	Herring Creek Daybeacon 22	DBD DMGD	12216	0161AC	16/06	
2800	Bulkhead Shoal Channel Buoy 6	SINKING	12311	224DB	23/07	
2850	Pea Patch Island RACON	RAC INOP	12311	670DB	20/06	
3575	South Jersey Light B	MISSING	12313	0258DB	25/06	
3777	Tri-County Water Intake Lighted Buoy N	LT EXT	12314	211DB	23/07	
3778	Tri-County Water Intake Lighted Buoy S	LT IMCH	12314	212DB	23/07	
4551.08	Indian River Channel Daybeacon 50	DBD DMGD	12216	0162AC	16/06	
4551.11	Indian River Channel Daybeacon 53	DBD DMGD	12216	0163AC	16/06	
4551.12	Indian River Channel Daybeacon 54	MISSING	12216	0164AC	16/06	
4551.13	Indian River Channel Daybeacon 55	MISSING	12216	0165AC	16/06	
4551.14	Indian River Channel Daybeacon 56	MISSING	12216	0166AC	16/06	
4551.15	Indian River Channel Daybeacon 57	MISSING	12216	0167AC	16/06	
4551.16	Indian River Channel Daybeacon 58	DBD DMGD	12216	0168AC	16/06	
4551.17	Indian River Channel Daybeacon 59	DBD DMGD	12216	0169AC	16/06	
4551.18	Indian River Channel Daybeacon 60	DBD DMGD	12216	0170AC	16/06	
4551.22	Indian River Channel Daybeacon 63	DBD DMGD	12216	0171AC	16/06	
4551.24	Indian River Channel Daybeacon 65	DBD DMGD	12216	0172AC	16/06	
4880	Thorofare Channel Buoy 4	MISSING	12211	NONED5	24/05	
4885	Thorofare Channel Buoy 5	OFF STA	12211	NONED5	24/05	
4890	Thorofare Channel Buoy 6	OFF STA /SINKING	12211	0048ES	23/06	
4895	Thorofare Channel Buoy 8	OFF STA	12211	028ES	14/07	
4900	Thorofare Channel Buoy 10	OFF STA	12211	028ES	14/07	
4905	Thorofare Channel Buoy 12	OFF STA	12211	028ES	14/07	
4910	Thorofare Channel Buoy 14	OFF STA	12211	028ES	14/07	
4915	Thorofare Channel Buoy 15	MISSING	12221	028ES	14/07	
4920	Thorofare Channel Buoy 16	MISSING	12211	028ES	14/07	
4925	Ocean Pines Yacht Club Light 2	LT EXT	12211	190HR	23/07	
4940	Ocean Pines Outfall Light A	DBN DEST	12211	NONED5	24/05	
4945	Ocean Pines Outfall Daybeacon B	DBN DEST	12211	NONED5	24/05	
4946.01	87th Street Channel Buoy 2 (Assawoman Bay)	LT EXT	12211	051ES	23/06	
4946.06	87th Street Channel Buoy 7 (Assawoman Bay)	SINKING	12211	0027ES	19/06	

5180	Chincoteague Bay State Boundry Line Buoy E	OFF STA	12211	NONEES	20/05
5453	Coards Marsh SAV Sanctuary Daybeacon A	MISSING	12211	NONEES	20/05
5453.1	Coards Marsh SAV Sanctuary Daybeacon B	MISSING	12211	NONEES	20/05
5453.2	Coards Marsh SAV Sanctuary Daybeacon C	MISSING	12211	NONEES	20/05
7910	Sandy Point State Park Daybeacon 2	DBD DMGD	12282	241BA	19/07
9730	Elizabeth River Deperming Range Obstruction Light	DBN DMGD	12253	0566HR	40/03
9927	Nauticus Pier Light B	LT EXT	12253	0242HR	26/06
9940	Norfolk Waterside Pier Light	LT EXT	12253	0242HR	26/06
10015	St. Julian Creek Lighted Marker A	LT EXT	12206	NONEHR	24/06
10020	St. Julian Creek Lighted Marker B	LT EXT	12206	NONEHR	24/06
10150	Lynnhaven Inlet East VEPCO Lights (2)	LT EXT	12254	237HR	25/07
10155	Lynnhaven Inlet West VEPCO Lights (2)	LT EXT	12254	238HR	25/07
10157	Crab Creek Entrance Buoy 2CC (City of VA. Beach)	OFF STA	12254	103HR	15/07
10210	Lynnhaven River-Western Branch Daybeacon 7	DBD DMGD	12254	603HR	51/06
10331.07	Lynnhaven River-Saw Pen Point Daybeacon 7	DBD DEST	12254	424HR	38/06
10331.14	Lynnhaven River-Western Branch Daybeacon 43	DBN DEST	12254	0161HR	16/05
10331.17	Lynnhaven River-Western Branch Daybeacon 47	DBN DEST	12254	0162HR	16/05
10331.24	Lynnhaven River-Western Branch Daybeacon 57	DBN DEST	12254	0163HR	16/05
10332.01	Lynnhaven River- Eastern Branch Buoy 2EB	MISSING	12254	354HR	36/06
10332.3	Lynnhaven River- Eastern Branch Daybeacon 5	DBN DEST	12222	0164HR	16/05
10332.5	Lynnhaven River- Eastern Branch Daybeacon 7	MISSING	12222	261HR	27/06
10332.6	Lynnhaven River- Eastern Branch Daybeacon 8	DBN DEST	12222	0165HR	16/05
10332.9	Lynnhaven River-Eastern Branch Daybeacon 13	DBN DEST	12222	0166HR	16/05
10334.6	Lynnhaven River-Eastern Branch Daybeacon 37	DBN DEST	12222	0167HR	16/05
10334.7	Lynnhaven River-Eastern Branch Daybeacon 38	DBN DEST	12222	0168HR	16/05
10843	Golf 2 Anchorage Lighted Mooring Buoy	LT EXT	12245	0084HR	11/06
10962	Hampton River Channel Buoy 22	OFF STA	12245	0235HR	25/06
10963	Hampton River Channel Buoy 24	OFF STA	12245	172HR	20/07
11065	Virginia Power West Tower Light	LT EXT	12248	0519HR	48/04
12616	Weanack Channel Entrance Lighted Buoy 2WC	LT EXT	12252	0332HR	29/04
13070	Harris River Approach Daybeacon 8	DBN DMGD	12238	0226HR	19/04
13575	Virginia Power Underwater Obstruction Light A	LT EXT	12238	0266HR	23/04
13585	Viginia Power Intake Jetty Light A	LT EXT	12238	0501HR	44/04
13630	Wormley Creek Marina Buoy 1	MISSING	12238	200HR	24/07
13635	Wormley Creek Marina Buoy 2	NUMBERS/FADED	12238	201HR	24/07
13640	Wormley Creek Marina Buoy 4	NUMBERS/FADED	12238	202HR	24/07
13645	Wormley Creek Marina Buoy 6	NUMBERS/FADED	12238	203HR	24/07
13650	Wormley Creek Marina Buoy 8	NUMBERS/FADED	12238	204HR	24/07
13960	Croaker Landing Daybeacon 1	DBD DMGD	12243	205HR	33/06
13965	Croaker Landing Daybeacon 2	DBD DMGD	12243	206HR	33/06
13970	Croaker Landing Daybeacon 3	DBD DEST	12243	207HR	33/06
13975	Croaker Landing Daybeacon 4	DBD DMGD	12243	208HR	33/06
14295	Rowes Creek Daybeacon 2	DBD DMGD	12238	565HR	49/06

15003.2	Broad Creek- Southern Branch Daybeacon 5	MISSING	12235	288HR	29/06
15010	Broad Creek Northern Branch Daybeacon 2	MISSING	12235	289HR	29/06
15020	Broad Creek Northern Branch Daybeacon 5	MISSING	12235	290HR	29/06
16225	Ingram Bay Marina Daybeacon 2	DBD DMGD	12235	272NC	28/07
16235	Ingram Bay Marina Daybeacon 4	DBD DMGD	12235	273NC	28/07
16845	Mill Creek Daybeacon 2 (Yeocomico River)	DBN DMGD	12233	0142BA	05/01
17495	Harbor View Daybeacon 6	DBD DMGD	12286	245BA	28/06
17845	Nanjemoy Creek Daybeacon 5	DBN DEST	12288	0205BA	07/04
18012.5	Aquia Creek Daybeacon 18	MISSING	12288	0197BA	26/02
18012.6	Aquia Creek Daybeacon 18A	MISSING	12288	193BA	15/07
18012.8	Aquia Creek Daybeacon 19A	MISSING	12288	193BA	15/07
18012.9	Aquia Creek Daybeacon 20	OFF STA	12288	139BA	15/07
18013	Aquia Creek Daybeacon 21	MISSING	12288	139BA	15/07
18013.2	Aquia Creek Daybeacon 23	MISSING	12288	193BA	15/07
18095	Potomac River Light 44 (Pole # 182)	LT EXT	12288	0096BA	14/06
18430	Little Hunting Creek Lighted Buoy 4	OFF STA	12289	0366BA	18/03
18850	Buzz's Marina Channel Daybeacon 6	DBN DEST	12233	0296BA	12/03
18860	N.A.S. Paxtuxent River Basin Entrance Light 2	DBN DMGD	12233	0337BA	24/01
18865	N.A.S. Patuxent River Basin Entrance Light 1	DBN DMGD	12233	0338BA	24/01
18995	St. John Creek Daybeacon 2 (Patuxent River)	DBD DMGD	12284	436BA	48/06
19030	West Seaplane Basin Entrance Light 1	LT IMCH	12264	0182BA	08/05
19035	West Seaplane Basin Entrance Light 2	LT IMCH	12264	0183BA	08/05
19062	Solomons Island Fishing Pier Light	LT EXT	12284	0179BA	08/05
19152	Academy of Natural Science Intake Light B	LT EXT	12264	0178BA	08/05
19215	Cape St. Mary's Marina Breakwater Light	LT EXT	12264	0180BA	08/05
19275	Chalk Point Cable Crossing Tower Light B	LT EXT	12264	0181BA	08/05
19277	Chalk Point Cable Crossing Tower Light 29	DBN IMCH	12264	0150BA	08/05
19278	Chalk Point Power Light 30 (B G & E)	LT IMCH	12264	0151BA	08/05
19279	Chalk Point Tower Light C (BG & E)	LT IMCH	12264	0152BA	08/05
19280	Chalk Point Tower Light D (BG & E)	LT IMCH	12264	0153BA	08/05
19780	Triton Light	LT EXT	12283	0933BA	51/04
19837	Lake Ogleton Buoy 1	MISSING	12283	0121BA	16/06
19837.1	Lake Ogleton Buoy 2	MSLD SIG	12283	0122BA	16/06
19840	Chesapeake Harbor Entrance Light 2	LT IMCH	12282	0889BA	47/04
19870	Chesapeake Harbor Jetty Light 8	LT IMCH	12282	0890BA	47/04
20210	Forked Creek Daybeacon 2	DBN DMGD	12282	0594BA	39/03
20235	Blackhole Creek Light 2	DBN DMGD	12282	0594BA	39/03
20430	Pennwood Channel Range Front Light	LT EXT	12278	0200BA	24/06
20435	Pennwood Channel Range Rear Light	LT EXT	12278	315BA	23/07
20545	Sparrow Pt. Steel Work Ch. Range Front Light	LT EXT	12278	162BA	12/07
20545	Sparrow Pt. Steel Work Ch. Range Front Light	LT EXT	12278	0335BA	18/05
21175	Fairfield Channel Buoy 2	BUOY DMGD	12281	334BA	37/06
21175	Fairfield Channel Buoy 2	MISSING	12281	231BA	17/07
21180	Fairfield Channel Buoy 4	MISSING	12281	232BA	17/07
21185	Fairfield Channel Buoy 6	MISSING	12281	233BA	17/07
21420	Kiptopeke Beach Breakwater South Light A	LT EXT	12224	583HR	50/06
21427	Kiptopeke Beach Boat Ramp Entrance Light 1	LT EXT	12221	195HR	23/07
21543	Kings Creek Channel Light 5	LT IMCH	12224	NONED5	24/05

22095	Onanock Creek -South Branch Buoy 1	MISSING	12228	0277BA	12/05
22420	Pocomoke Sound State Boundary Line	MISSING	12228	0292BA	09/04
	DBN F				
22435	Pocomoke Sound State Boundary Line	MISSING	12228	0293BA	09/04
	DBN J				
22945	Ward Creek Daybeacon 1	DBN IMCH	12231	0504BA	31/05
22950	Ward Creek Daybeacon 2	DBN IMCH	12231	0505BA	31/05
22955	Ward Creek Daybeacon 3	DBN IMCH	12231	0506BA	31/05
22960	Ward Creek Daybeacon 4	DBN IMCH	12231	0507BA	31/05
22965	Ward Creek Daybeacon 5	DBN IMCH	12231	0508BA	31/05
22970	Ward Creek Daybeacon 6	DBN IMCH	12231	0509BA	31/05
22985	Ward Creek Danger Marker A	MISSING	12231	0503BA	31/05
23715	Dames Quarter Channel Daybeacon 4	DBD DEST	12261	337BA	24/07
25020	Cambridge Channel Range Front Light	LT EXT	12268	0382BA	46/02
25025	Cambridge Channel Range Rear Light	LT EXT	12268	0383BA	46/02
25316.13	Upper Choptank River Buoy 19	LT EXT	12268	0801BA	41/04
25745	Upper Edge Creek Daybeacon 1	DBN IMCH	12266	0007BA	02/05
25755	Upper Edge Creek Daybeacon 3	DBN IMCH	12266	0008BA	02/05
26270	Cox Creek Buoy 4	DBN DEST	12270	0312BA	09/04
26343.3	Greenwood Creek Buoy 4	OFF STA	12270	0411BA	24/03
26530	Castle Harbor Marina Channel Light 2	MISSING	12272	145BA	09/07
27230	Upper Gunpowder River Buoy 2	MISSING	12274	154BA	11/07
27265	Upper Gunpowder River Buoy 9	OFF STA	12274	0147BA	19/06
27270	Upper Gunpowder River Buoy 10	OFF STA	12274	0148BA	19/06
27275	Upper Gunpowder River Daybeacon 11	DBN IMCH	12274	0704BA	34/04
27363	Bush River Light 9	LT EXT	12274	0332BA	17/05
27364	Bush River Light 10	LT EXT	12274	0332BA	17/05
27410	Fairlee Creek Buoy 7	MISSING	12278	338BA	24/07
27900	Upper Elk River Buoy 2	MISSING	12274	0013BA	03/04
27905	Upper Elk River Buoy 4	MISSING	12274	154BA	03/04
27910	Upper Elk River Buoy 6	MISSING	12274	154BA	11/07
27915	Upper Elk River Buoy 7	MISSING	12274	154BA	11/07
27920	Upper Elk River Buoy 8	MISSING	12274	154BA	11/07
27925	Upper Elk River Buoy 9	MISSING	12274	154BA	11/07
27930	Upper Elk River Buoy 10	MISSING	12274	154BA	11/07
27935	Upper Elk River Buoy 11	MISSING	12274	154BA	11/07
27940	Upper Elk River Buoy 12	MISSING	12274	154BA	11/07
27945	Upper Elk River Buoy 13	MISSING	12274	154BA	11/07
27950	Upper Elk River Buoy 14	MISSING	12274	154BA	11/07
27955	Upper Elk River Buoy 16	MISSING	12274	154BA	11/07
28697	South Ferry Terminal Buoy FD2	BUOY DMGD	11555	0068NC	16/04
29363	Beaufort Inlet Shipwreck Warning Buoy	OFF STA	11547	0089NC	41/05
30562.3	Sunny Point Terminal Warning Light L	TRLB	11534	0016FM	02/03
30562.6	Sunny Point Terminal Warning Light O	DBD DEST	11534	0224NC	16/06
31350	Colington Harbor Entrance Daybeacon 3	DBN DEST	12205	0224CH	52/04
33200	Jacobs Creek Canal Daybeacon 1	DBN DMGD	11554	0339FM	34/02
33205	Jacobs Creek Canal Daybeacon 2	DBN DMGD	11554	0340FM	34/02
33427	Swan Point Warning Daybeacon A	MISSING	11548	0088FM	09/03
36865	St. Julian Creek Lighted Marker A	LT EXT	12206	NONEHR	24/06
36870	St. Julian Creek Lighted Marker B	LT EXT	12206	NONEHR	24/06
38570	Triple S. Marina Daybeacon 8	DBN DEST	11547	0505FM	51/01
39125	Cow Creek Channel Daybeacon 1	DBN DMGD	11541	0076NC	38/05
	Beach Cove South Channel Daybeacon 8	MISSING	12216	NONEAC	10/06
	Browns Cove Buoy 2	OFF STA	12282		31/06
	Browns Cove Buoy 3	OFF STA	12282		31/06
	Cherrystone Artifical Reef Buoys	MISSING	12221	NONED5	24/05

Fox Hill Channel Daybeacon 1	MISSING	12238	0507HR	46/04
Fox Hill Channel Daybeacon 9	MISSING	12238	0508HR	46/04
Grassy Sound North Pier Light	LT EXT	12316	0068AC	07/06
Grassy Sound South Pier Light	LT EXT	12316	0069AC	07/06
Indian River Bay Shellfish Excl. Buoy	MISSING		NONEAC	10/06
Manklin Creek Buoy 1M	DBN IMCH	12211	NONED5	24/05
OCEAN PINES ASSOCIATION BUOY 1	MISSING	12211	NONED5	24/05
OCEAN PINES ASSOCIATION BUOY 2	MISSING	12211	NONED5	24/05
OCEAN PINES ASSOCIATION BUOY 3	MISSING	12211	NONED5	24/05
OCEAN PINES ASSOCIATION BUOY 4	MISSING	12211	NONED5	24/05
Old House Cove Warning Daybeacon A	MISSING	12231	0498BA	31/05
Old House Cove Warning Daybeacon B	MISSING	12231	0499BA	31/05
Old House Cove Warning Daybeacon C	MISSING	12231	0500BA	31/05
Parramore Artificial Reef Buoy	MISSING	12210	0071ES	21/05
Wachapreague Artificial Reef Buoys	MISSING	12210	0072ES	21/05

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
5815	Virginia Inside Passage Daybeacon 70	DISCONTINUED	12210	482D5	45/06	
5820	Virginia Inside Passage Daybeacon 71	DISCONTINUED	12210	482D5	45/06	
5825	Virginia Inside Passage Daybeacon 72	DISCONTINUED	12210	482D5	45/06	
5830	Virginia Inside Passage Daybeacon 73	DISCONTINUED	12210	482D5	45/06	
6260	Virginia Inside Passage Daybeacon 194	DISCONTINUED	12210	026ES	19/06	
9552.1	Norfolk International Terminal North Channel Buoy 5N	DISCONTINUED FOR DREDGING	12245	491-06D5	46/06	
25855	Tilghman Island Harbor Light 5	DISCONTINUED FOR DREDGING	12266	NONED5	44/06	28/07
25855	Tilghman Island Harbor Light 5	TRLB	12266		28/07	
30140.02	Old Topsail Creek Buoy 2	DISCONTINUED	11541	292-D5	22/07	
30140.04	Old Topsail Creek Buoy 4	DISCONTINUED	11541	292-D5	22/07	
30140.05	Old Topsail Creek Buoy 5	DISCONTINUED	11541	292-D5	22/07	
30140.06	Old Topsail Creek Buoy 6	DISCONTINUED	11541	292-D5	22/07	
30140.07	Old Topsail Creek Buoy 7	DISCONTINUED	11541	292-D5	22/07	
30140.08	Old Topsail Creek Buoy 8	DISCONTINUED	11541	292-D5	22/07	

30140.1	Old Topsail Creek Buoy 10	DISCONTINUED	11541	292-D5	22/07
30140.11	Old Topsail Creek Buoy 11	DISCONTINUED	11541	292-D5	22/07
30140.12	Old Topsail Creek Buoy 12	DISCONTINUED	11541	292-D5	22/07
30140.13	Old Topsail Creek Buoy 13	DISCONTINUED	11541	292-D5	22/07
30140.14	Old Topsail Creek Buoy 14	DISCONTINUED	11541	292-D5	22/07
30140.15	Old Topsail Creek Buoy 15	DISCONTINUED	11541	292-D5	22/07
30140.16	Old Topsail Creek Buoy 16	DISCONTINUED	11541	292-D5	22/07
30140.17	Old Topsail Creek Buoy 17	DISCONTINUED	11541	292-D5	22/07
30140.25	Old Topsail Creek Buoy 12A	DISCONTINUED	11541	292-D5	22/07

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNLM St	LNLM End
None						

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNLM St	LNLM End
None					

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNLM St	LNLM End
None					

SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.

This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. **It is up to the mariner to decide which chart(s) are to be corrected.** The following example explains individual elements of a typical chart correction.

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97
<i>Chart Title:</i> NY-NJ-NEW YORK HARBOR - RARITAN RIVER						
Main Panel 2245 NEW YORK HARBOR						
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3				CGD01 at 40-41-09.001N 074-02-48.001W	
	Green can					
Corrective Action	Object of Corrective Action				Position	

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true.

Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

11541	37th Ed.	01-MAR-07	Last LNM: 27/07	NAD 83	28/07
<i>Chart Title:</i> Intracoastal Waterway Neuse River to Myrtle Grove Sound					
CHART NC-AIWW - NEUSE RIVER TO MYRTLE GROVE SOUND. Page/Side: N/A					
ADD	Swansboro Coast Guard Channel Lighted Buoy 4			CGD05 at 34-39-39.829N	077-05-48.325W
	Red Q R				
Extension 502 ADAMS CREEK CANAL, BACK CR TO BEAUFORT INLET. Page/Side: A					
CHANGE	Bascule Bridge Label; RR BASCULE BRIDGE (ruins) (NOS NW-14372)			NOS 34-43-44.600N	076-38-34.100W
CHANGE	Bridge in Ruins; Chart No. 1 F33.1 \ F33.2 (NOS NW-14372)			NOS 34-43-19.200N	076-40-10.000W

11545	62nd Ed.	01-APR-05	Last LNM: 27/06	NAD 83	28/07
<i>ChartTitle: Beaufort Inlet and Part of Core Sound; Lookout Bight</i>					
Main Panel 509 BEAUFORT INLET AND PART OF CORE SOUND. Page/Side: N/A					
CHANGE	Bascule Bridge Label; RR BASCULE BRIDGE (ruins) (NOS NW-14372)			NOS 34-44-04.000N	076-38-45.000W
CHANGE	Bridge in Ruins; Chart No. 1 F33.1 \ F33.2 (NOS NW-14372)			NOS 34-43-19.200N	076-40-10.000W
11547	36th Ed.	01-FEB-04	Last LNM: 13/06	NAD 83	28/07
<i>ChartTitle: Morehead City Harbor</i>					
Main Panel 511 MOREHEAD CITY HARBOR . Page/Side: N/A					
CHANGE	Bascule Bridge Label; RR BASCULE BRIDGE (ruins) (NOS NW-14372)			NOS 34-43-12.000N	076-40-04.000W
CHANGE	Bridge in Ruins; Chart No. 1 F33.1 \ F33.2 (NOS NW-14372)			NOS 34-43-19.200N	076-40-10.000W
12221	79th Ed.	01-JUN-07	Last LNM: 15/06	NAD 83	28/07
<i>ChartTitle: Chesapeake Bay Entrance</i>					
Main Panel 558 CHESAPEAKE BAY ENTRANCE. Page/Side: N/A					
NEW EDITION	Scale 1: 80,000; New edition (79 ed, 6/1/2007) due to numerous Notice to Mariner changes and hydrographic changes. This NOAA chart is now available in both the Print-on Demand and digital raster formats. See http://nauticalcharts.noaa.gov/mcd/dole.htm for details. The corresponding traditional paper chart will be available in two to eight weeks.			NOS --	--
RELOCATE	Little Creek Harbor Jetty Light 4			CGD05 from 36-55-54.529N to 36-55-53.520N	076-10-46.773W 076-10-44.400W
12222	48th Ed.	01-MAR-07	Last LNM: 27/07	NAD 83	28/07
<i>ChartTitle: Chesapeake Bay Cape Charles to Norfolk Harbor</i>					
Main Panel 559 CHESAPEAKE BAY CAPE CHARLES TO NORFOLK HARBOR. Page/Side: N/A					
RELOCATE	Little Creek Harbor Jetty Light 4			CGD05 from 36-55-54.529N to 36-55-53.520N	076-10-46.773W 076-10-44.400W
CHANGE	Tabulation - HAMPTON AND PHOEBUS CHANNEL DEPTHS http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=150585 ; NONE (NOS NW-14357)			NOS 37-01-15.000N	076-23-09.000W
12225	55th Ed.	01-AUG-04	Last LNM: 13/06	NAD 83	28/07
<i>ChartTitle: Chesapeake Bay Wolf Trap to Smith Point</i>					
Main Panel 563 CHESAPEAKE BAY WOLF TRAP TO SMITH POINT. Page/Side: N/A					
CHANGE	Depth Legend - Little Wicomico River to;; 3 FT 2006 (NOS NW-14433)			NOS 37-53-18.300N	076-14-23.600W
12230	63rd Ed.	01-DEC-06	Last LNM: 32/06	NAD 83	28/07
<i>ChartTitle: Chesapeake Bay Smith Point to Cove Point</i>					
Main Panel 567 CHESAPEAKE BAY SMITH POINT TO COVE POINT. Page/Side: N/A					
CHANGE	Depth Legend - Little Wicomico River to;; 3 FT 2006 (NOS NW-14433)			NOS 37-53-18.300N	076-14-23.600W
12233	37th Ed.	01-JAN-07	Last LNM: 02/06	NAD 83	28/07
<i>ChartTitle: Potomac River Chesapeake Bay to Piney Point</i>					
Main Panel 570 POTOMAC RIVER-CHESAPEAKE BAY TO PINEY POINT. Page/Side: N/A					
CHANGE	Depth Legend - Little Wicomico River to;; 3 FT 2006 (NOS NW-14433)			NOS 37-53-18.300N	076-14-23.600W
12235	31st Ed.	01-AUG-06	Last LNM: 17/06	NAD 83	28/07
<i>ChartTitle: Chesapeake Bay Rappahannock River Entrance, Piankatank and Great Wicomico Rivers</i>					
CHART VA -CHESAPEAKE BAY: RAPPAHANNOCK RIVER ENTRANCE (PIANK & GRT WIC RV). Page/Side: N/A					

	RELOCATE	Broad Creek Channel Buoy 6A			CGD05 from 37-33-43.196N to 37-33-42.444N	076-18-50.874W 076-18-50.338W
12245	65th Ed.	01-NOV-05	Last LNM: 16/06	NAD 83		28/07
<i>ChartTitle: Hampton Roads</i>						
Main Panel 584 HAMPTON ROADS . Page/Side: N/A						
	CHANGE	Tabulation - Hampton and Phoebus Channel http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=150584; NONE (NOS NW-14357)			NOS 37-01-22.000N	076-22-54.000W
12248	41st Ed.	01-DEC-05	Last LNM: 27/07	NAD 83		28/07
<i>ChartTitle: James River Newport News to Jamestown Island; Back River and College Creek</i>						
Main Panel 585 JAMES RIVER NEWPORT NEWS TO JAMESTOWN ISLAND. Page/Side: N/A						
	CHANGE	Depth Legend - Rockland Shoal Channel to:; 23 FT FOR A WIDTH OF 300 FT JAN 2007 (NOS NW-14382)			NOS 37-04-44.000N	076-36-32.800W
12254	46th Ed.	01-FEB-06	Last LNM: 05/06	NAD 83		28/07
<i>ChartTitle: Chesapeake Bay Cape Henry to Thimble Shoal Light</i>						
Main Panel 594 CHESAPEAKE BAY CAPE HENRY TO THIMBLE SHOAL LIGHT. Page/Side: N/A						
	RELOCATE	Little Creek Harbor Jetty Light 4			CGD05 from 36-55-54.529N to 36-55-53.520N	076-10-46.773W 076-10-44.400W
12255	16th Ed.	01-SEP-05	Last LNM: 45/05	NAD 83		28/07
<i>ChartTitle: Little Creek Naval Amphibious Base</i>						
Main Panel 595 NAVAL AMPHIBIOUS BASE LITTLE CREEK. Page/Side: N/A						
	RELOCATE	Little Creek Harbor Jetty Light 4			CGD05 from 36-55-54.529N to 36-55-53.520N	076-10-46.773W 076-10-44.400W
12256	15th Ed.	01-JUL-05	Last LNM: 16/06	NAD 83		28/07
<i>ChartTitle: Chesapeake Bay Thimble Shoal Channel</i>						
Main Panel 596 CHESAPEAKE BAY - THIMBLE SHOAL CHANNEL. Page/Side: N/A						
	RELOCATE	Little Creek Harbor Jetty Light 4			CGD05 from 36-55-54.529N to 36-55-53.520N	076-10-46.773W 076-10-44.400W
12266	29th Ed.	01-NOV-06	Last LNM: 32/06	NAD 83		28/07
<i>ChartTitle: Chesapeake Bay Choptank River and Herring Bay; Cambridge</i>						
CHART MD- CHESAPEAKE BAY: CHOPTANK RIVER AND HERRING BAY. Page/Side: N/A						
	RELOCATE	Tred Avon River Daybeacon 11			CGD05 from 38-43-27.818N to 38-43-27.138N	076-08-37.104W 076-08-36.386W
12280	7th Ed.	01-MAR-07	Last LNM: 13/06	NAD 83		28/07
<i>ChartTitle: Chesapeake Bay</i>						
CHART MD - VA - CHESAPEAKE BAY. Page/Side: N/A						
	RELOCATE	Little Creek Harbor Jetty Light 4			CGD05 from 36-55-54.529N to 36-55-53.520N	076-10-46.773W 076-10-44.400W
12285	38th Ed.	01-MAR-07	Last LNM: 27/07	NAD 83		28/07
<i>ChartTitle: FOLIO SMALL-CRAFT CHART Potomac River-; District of Columbia</i>						
Inset 645 LITTLE WICOMICO RIVER INSET 1. Page/Side: B						
	CHANGE	Depth Legend - Little Wicomico River to:; 3 FT 2006 (NOS NW-14433)			NOS 37-53-18.300N	076-14-23.600W
12311	44th Ed.	01-JUN-06	Last LNM: 27/07	NAD 83		28/07
<i>ChartTitle: Delaware River Smyrna River to Wilmington</i>						

Extension 668 DELAWARE RIVER SMYRNA RIVER TO WILMINGTON. Page/Side: N/A

CHANGE	Tabulation - Delaware River http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=150582 ; NONE (NOS NW-14423)	NOS 39-29-14.000N	075-21-49.000W
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12312 **54th Ed.** **01-JUL-06** **Last LNM: 03/06** **NAD 83** **28/07**

ChartTitle: Delaware River Wilmington to Philadelphia

Main Panel 669 DELAWARE RIVER WILMINGTON TO PHILADELPHIA. Page/Side: N/A

CHANGE	Tabulation - Delaware River http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=150581 ; NONE (NOS NW-14423)	NOS 39-58-16.000N	075-22-42.000W
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12313 **51st Ed.** **01-MAR-06** **Last LNM: 03/06** **NAD 83** **28/07**

ChartTitle: Philadelphia and Camden Waterfronts

Main Panel 670 DELAWARE RIVER PHILADELPHIA AND CAMDEN WATERFRONTS. Page/Side: N/A

CHANGE	Tabulation - Delaware River http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=150579 ; NONE (NOS NW-14423)	NOS 39-54-33.000N	075-09-47.000W
CHANGE	Tabulation - Schuylkill River http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=150583 ; NONE (NOS NW-14332)	NOS 39-54-40.000N	075-11-06.000W

12314 **31st Ed.** **01-JUN-06** **Last LNM: 27/07** **NAD 83** **28/07**

ChartTitle: Delaware River Philadelphia to Trenton

Extension 673 DELAWARE RIVER EXTENSION-TOP PANEL. Page/Side: N/A

CHANGE	Tabulation - Delaware River http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=150580 ; NONE (NOS NW-14423)	NOS 40-02-48.000N	074-54-28.000W
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SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

SUMMARY OF ADVANCED APPROVED PROJECTS

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
SUNNY POINT TERMINAL RANGE	09-JUL-07	

Advance Notice(s)**DC - MD - ANACOSTIA RIVER - GEOTECHNICAL BORINGS**

The District of Columbia Water and Sewer Authority, (WASA) and EBA Engineering, will be conducting geotechnical borings, from a spud barge, in the Anacostia River. The EBA spud barge will begin in the vicinity of the 11th Street Bridge (38-52-25.89N, 076-59-12.29W) from July 2 through July 16, then relocate to the John Phillip Sousa Bridge site (38-52-40.12N, 076-58-32.14W) July 17 through July 30 and conclude at the Amtrak Railroad Bridge site (38-52-56.98N, 076-58-14.67W) from July 31, 2007 through August 13, 2007. Charts: 12289 & 12285.

LNM: 25/07

SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

Proposed Project(s)

Closing

Docket No.

Ref. LNM

None

Proposed Change Notice(s)

MD -PATAPSCO RIVER - SPRING GARDEN CREEK - PROPOSED DISCONTINUING AIDS TO NAVIGATION

The Coast Guard is soliciting for comments on the discontinuing of the aids to navigation that mark Spring Garden Creek due to shoaling. Shoaling has been reported, least depth 2.0 feet MLLW, from Spring Garden Creek Daybeacon 4 (LLNR 21315) through Spring Garden Creek Daybeacon 6 (LLNR 21320). Comments on this should be submitted prior to 31 July, 2007. Send comments to: Commander (dpw)

5th Coast Guard District

431 Crawford Street, Rm.100

Portsmouth, VA. 23704-5004

Attn: Albert GrimesOr email to: Albert.L.Grimes@uscg.mil

Charts: 12278 & 12281.

LNM: 26/07

MD - PISCATAWAY CREEK - FORT WASHINGTON MARINA - CONSTRUCTION

Mariners are advised that the Fort Washington Marina, located on Piscataway Creek in Fort Washington, Maryland, is undergoing marina construction through September 2007. Floating dock replacement will occur in an area extending just north of Piscataway Creek Daybeacon 7 (LLN-18530) and Piscataway Creek Daybeacon 8 (LLN-18535) for approximately 100 yards eastward, to just before the Fort Washington Marina Fuel Dock. Work boats will be in the area 7 days a week, from 7 a.m. to 4 p.m. Mariners are urged to use caution when transiting the area, and to remain clear of the construction area at all times, day and night. Interested traffic may contact the marina manager at telephone number (301) 292-7700, or on marine band radio channel 16 VHF-FM, if necessary. Chart 12289

LNM: 27/07

SECTION VII - GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

VA - WILLOUGHBY BAY - THIMBLE SHOAL CHANNEL - HELICOPTER AIRBORNE MINE COUNTERMEASURES OPERATIONS

Helicopter Mine Countermeasures Squadron Fourteen (HM-14) routinely conducts airborne mine countermeasures (AMCM) operations utilizing the MH-53E helicopter at low altitudes over the following inland and coastal waterways:

- Willoughby Bay

- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.

- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.

During these operations, the aircraft will be operating at altitudes as low as seventy-five feet and will produce localized winds in excess of 125 miles per hour. Rotor wash produced winds pose a considerable hazard to vessels, especially sailing vessels. The devices the helicopters tow range in size and appearance from a large orange and white sled approximately the size of a pick up truck to slightly submerged steel pipes thirty feet in length, both of which have submerged cable extending well beyond the visible portion of the towed device. The Aircraft Commanders have been directed to exercise every effort to conflict and avoid surface vessels.

All mariners are requested to remain well clear of the helicopters, the towed devices, and the area extending directly behind the aircraft for four hundred yards. Do not approach or cross the area directly behind the towed device as a submerged hazard exists regardless of whether the device is in motion or stationary.

These operations involve large naval helicopters at flight altitudes of 100 feet or less, towing surface and sub-surface devices at speeds up to 25 knots. Helicopters may be identified by a rotating amber position light on centerline of main hull flashing 90 times per minute. An area of hurricane-force winds exists within a 250-foot radius around these helicopters, sufficient to blow people and objects from exposed decks and capsize small craft. The towed devices may be completely invisible and include large cables on or just below the surface streaming up to 1200 feet behind the aircraft. AMCM helicopters will transit to and from the area described above in the following manner: Outboard from the seaplane ramp at the Norfolk Naval Air Station across Willoughby Bay to the main shipping channel, then easterly along the main channel to Buoy 21. From Buoy 21 either East, SE or SSE to the operating area. The return flight will follow the same path as the outbound flight. To minimize the potential for mishap, vessels are requested to remain well clear of these danger zones when AMCM operations are encountered. Charts: 12200, 12205, 12221, 12222 & 12254.

VA - WILLOUGHBY BAY - THIMBLE SHOAL CHANNEL - HELICOPTER AIRBORNE MINE COUNTERMEASURES OPERATIONS

VA -YORK RIVER - U.S. NAVAL WEAPONS STATION - CHEATHAM ANNEX - SMALL ARMS LIVE FIRE DANGER ZONE

A Danger zone has been established within an area beginning at Mean High Water on the shore at the U.S. Naval Weapons Station, Cheatham Annex facility on the York River, located at 37-17-33.10N, 076-36-19.06W; then northeast to a point on the York River at 37-18-36.650N, 076-34-39.010"W, thence south, southeast to 37-18- 59.37N, 076-34-13.65W; then southwest to a point on the shore located at 37-17-26.750N, 076-36-14.890W. Vessels may transit this area at any time, however, no vessel shall anchor, fish or conduct any waterborne activities within the Danger Zone established in accordance with this regulation any time live firing exercises are being conducted. Any time live firing is being conducted a red flag will be displayed in a conspicuous location along the shore to signify the range is active. At night, red lights will be displayed. Chart: 12241.

VA - COASTAL - U.S. NAVAL BASE DAM NECK, VIRGINIA BEACH - SMALL ARMS RANGE LIVE FIRE SCHEDULE

All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (37TH) Edition when operating south of the entrance to the Chesapeake Bay, off the Dam Neck Naval Firing Range. When firing is in progress during daylight hours, red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit. The U.S. Naval Base Dam Neck Live Fire Range will be active during periods advertised by Broadcast Notice to Mariners. Charts: 12203, 12205, 12207 & 12221.

VA - COASTAL - STATE MILITARY RESERVATION, CAMP PENDLETON, VIRGINIA BEACH - SMALL ARMS LIVE FIRE SCHEDULE

The Camp Pendleton State Military Reservation Live Fire Small Arms Range described as "all of the waters seaward of the mean high water shore line within a sector between radial lines extending 13,500 yards seaward and bearing 090 degrees true and 150 degrees true, respectively, from a point on shore at 36-49-09N, 075-58-45W". All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (37th) Edition when operating south of the entrance to the Chesapeake Bay. Firing will take place only during daylight hours and red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit. The Camp Pendleton Live Fire Range will be active during the periods advertised by Broadcast Notice to Mariners. Charts: 12203, 12205, 12207 & 12221.

NC - NEW RIVER - FIRING EXERCISES

The Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, has advised that the area in the Atlantic Ocean between a point approximately 4.5 miles east of Bogue Inlet to a point approximately 10.0 miles southwest of New River Inlet, North Carolina, within the existing danger zone (depicted as 334.440) as shown on National Ocean Service Chart 11543, will be hazardous to navigation because of field firing exercises during the periods and times listed below. Firing will be to 3 miles seaward. Vessels are urged to avoid the above area during the periods stated except for the Atlantic Intracoastal Waterway, where mariners traveling through this area can expect a delay of about one hour during the above times. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz).

The restricted areas in New River, as shown on National Ocean Service Chart 11542, will be closed to navigation because of firing exercises during the following periods:

Jacksonville Sector Sunrise to Sunset - daily.

Farnell Bay Sector Sunrise to Sunset - daily.

Traps Bay Sector Sunrise to Sunset - daily.

Stone Bay Sector 12:01 a.m. to Midnight - daily.

Stone Creek Sector 12:01 a.m. to Midnight - daily.

Grey Point Sector 12:01 a.m. to Midnight- daily.

Ship operations consisting of landing craft, amphibious vehicles, and helicopters will be conducted in the Onslow Beach operating area and all sectors of New River from 12:01 a.m. to Midnight- daily. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz).

Charts: 11542 & 11543.

DREDGING AND MARINE CONSTRUCTION CAUTIONS

Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and

DREDGING AND MARINE CONSTRUCTION CAUTIONS

equipment must be removed from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work.

NJ/DE/MD - HYDROGRAPHIC SURVEY OPERATIONS

The Survey Vessel M/V ATLANTIC SURVEYOR will be conducting hydrographic surveying operations in the following areas:

1. 05 July -12 July, 2007 from 5.5 NMs east of the mouth of the Navesink River and encompassing approximately 4 nautical miles square centered on 40-23.5N, 073-51.5W. (Charts 12324 & 12326)

2. 12 July- Nov 2007 Cape Henlopen, DE and extending southward to Mallard Island, Ocean City, MD. The eastern edge of the survey area extends offshore approximately 13.5 NMs abeam of Ocean City, MD and tapers northward along the western edge of the Henlopen-Delaware Traffic Separation Zone. (Charts 12214, 12216 & 12304)

The M/V ATLANTIC SURVEYOR is a 110, steel hulled survey vessel, black hull/ white deckhouse, (call sign WTR5417). The vessel will be equipped with a keel mounted sonar transducer and a towed side scan sonar. The vessel will be conducting 24 hour operations and will be displaying restricted maneuvering day shapes and/or lights as appropriate and will maintain a watch on VHF-FM channels 13, 16 & 10. It is requested that all vessels give M/V ATLANTIC SURVEYOR a wide berth in order to avoid becoming fouled in the towed equipment or otherwise interfering with surveying operations.

LNM: 28/07

NJ - INTRACOASTAL WATERWAY (ICW) - LITTE EGG HARBOR TO CAPE MAY - BEACH THOROFARE - FENDER REPAIRS

Mariners are advised that fender system repairs will be conducted at the Route 30 Bridge, at ICW 67.2, across Beach Thorofare, at Atlantic City, NJ, from 7 a.m. to 3:30 p.m., Monday to Friday, from June 4 through August 6, 2007. To facilitate the repairs, a 17-foot Carolina skiff and two work floats, measuring 8 ft X 12 ft, will occupy the channel. This will be a movable operation as not to impede vessel traffic. Mariners are also advised to exercise caution when transiting the area. Charts: 12316.

LNM: 19/07

DE & NJ - DELAWARE RIVER - CHRISTINA RIVER - BRIDGE CONSTRUCTION

Mariners are advised that construction will begin on or about July 20, 2007, for widening of the I-95 Bridge, at mile 9.0, across Christina River, in Newport, DE. The construction will widen the north and southbound lanes of the bridge by approximately 15 feet. To facilitate the work, barges will be moored in the waterway to access the structure for pile driving, concrete placement and beam erection. The contractor will also install a temporary access platform for loading equipment and material. The entire work is expected to be completed by May 1, 2008. In the event of an emergency, passage through the work area can be obtained by calling (302) 328-2595, (609) 743-7096 or (609) 743-7104. Mariners should exercise caution when transiting the area.

Chart: 12311.

LNM: 28/07

PA & NJ - UPPER DELAWARE RIVER - DELAWARE RIVER - BRIDGE CLOSURE

Mariners are advised that the Tacony-Palmyra Bridge, at mile 107.2, across Delaware River between Tacony, PA, and Palmyra, NJ will be closed to vessels from 6 a.m. on Monday, July 9 until and including 10 p.m. on July 11, 2007, and from 6 a.m. on Monday, July 16 until and including 10 p.m. on July 18, 2007, to facilitate the replacement of submarine cable termination boxes. The available vertical clearance in the closed-to-navigation position is approximately 50 feet, above mean high water. Mariners able to pass under the closed span may do so and should adjust their transits accordingly. Chart: 12314.

LNM: 24/07

MD - CHESAPEAKE BAY - APPROACHES TO BALTIMORE HARBOR - PATAPSCO RIVER - NORTHWEST HARBOR - HAZARD TO NAVIGATION

The U.S. Army Corps of Engineers has reported a submerged object in the Northwest Harbor, in approximate position 39-16-24.16N, 076-35-05.94W with a depth of water of 25 feet above the object at MLW. Mariners are urged to use caution when transiting the area. Chart: 12281.

LNM: 25/06

MD/VA/DC - POTOMAC RIVER - WOODROW WILSON BRIDGE - BRIDGE INFORMATION

Mariners are advised that construction of the new Woodrow Wilson Memorial Bridge across the Potomac River, mile 103.8, between Alexandria, Virginia and Oxon Hill, Maryland is ongoing until 2009. The continued aggressive construction of the new Inner Loop (IL) Bridge will continue to influence navigation on the Potomac River near the bridge. Demolition for the remainder of the old bridge toward the MD shore commenced in April 2007. Boaters near the Maryland shoreline should use extreme caution and be on the lookout for advisory signage. To ensure clear passage, contact the Woodrow Wilson Bridge Project with at least 48 hours advance notice. Advancement of the IL drawbridge elements will require continuing intermittent placement of crane barges in the federal navigation channel, which may remain in place overnight. As an alternative, vessels less than 45 feet in height can typically use the marked auxiliary channel, located just east of the federal navigation channel (45-foot vertical clearance, 130-foot horizontal clearance, and 22-foot water depth at MLW). Extensive federal navigation channel restrictions should be expected until July 13, 2007, due to the erection of the IL drawbridge. The federal navigation channel will be restricted to vessels less than 83 feet in vertical height. Across the Potomac River, work on the IL Bridge will continue and boaters traveling outside of the federal navigation channel should use due caution and obey signs. Excessive speed and wake by boaters may cause serious or fatal incidents to the Project. Due to the sensitive and precise nature of the work and for worker safety, it is crucial that mariners obey the speed restrictions and eliminate wakes through the work zone. For any questions, please contact Mr. Mike Baker, Environmental Construction Manager for the Woodrow Wilson Bridge

MD/VA/DC - POTOMAC RIVER - WOODROW WILSON BRIDGE - BRIDGE INFORMATION

Project at 202-438-7499. For bridge opening requests, please contact the bridge tender at 703-836-2396. The "Mariners Alert" page, located on the Project's website at www.wilsonbridge.com, is updated weekly and contains additional information. As the construction progresses, check these resources frequently to obtain the weekly schedule outlining items such as expected channel closures due to concrete pours, channel restrictions due to barge placements, auxiliary channel availability, and federal navigation channel vertical clearance information. Charts: 12285 & 12289.

LNM: 26/06

DC - POTOMAC RIVER - ANACOSTIA RIVER - BRIDGE REHABILITATION

Mariners are advised that on or about August 13, 2006, proposed rehabilitation work will commence at the Fredrick Douglas Memorial (South Capitol Street) Bridge, at mile 0.4, across Anacostia River, in Washington, DC. The addition of new Baseball Park, now under construction, in the area adjacent to the District of Columbia approach to the Fredrick Douglas Bridge (DC Approach) and the South Capitol Street requires a new configuration of the DC Approach to facilitation traffic movement in the vicinity of the ballpark. The proposed work consists of repair/replacement of all deteriorated bridge superstructure steel, repair of steel grid deck, painting, modification of existing bridge lighting and replacement of deteriorated drainage conduits and scuppers. Also includes demolition of existing DC Approach bridge superstructure, piers, columns and reconstruction. Proposed DC Approach reconstruction is beyond the west riverbank and will not impede vessel traffic. The reconfiguration of DC Approach and the rehabilitation of the bridge and Anacostia Approach must be completed prior to opening of the new Ballpark scheduled for March 2008. Chart: 12289.

LNM: 31/06

MD - CHESAPEAKE BAY (SEVERN AND MAGOTHY RIVERS) - SEVERN RIVER - BRIDGE REPAIR

Mariners are advised that sandblasting and painting operations will commence on or about November 14, 2006, at the US 50/301 Bridge, at mile 4.3, across Severn River in Annapolis, MD. To facilitate the work, scaffolding will occupy the navigable channel reducing the available vertical clearance to approx 77 feet, above mean high water. Also, barges will be used in the channel later in year. This operation is expected to be completed by December 2008. Mariners should use caution when transiting the area. Chart: 12282.

LNM: 46/06

MD - CHESAPEAKE CHANNEL (COVE POINT TO SANDY POINT) - CHESAPEAKE BAY

Mariners are advised that deck replacement work will commence on or about November 13, 2006, at the William Preston Lane, Jr. Memorial/Chesapeake Bay Bridge (West Suspension), at mile 138.0, between Sandy Point and Kent Island MD. To facilitate the work, a temporary marine access platform will be moored outside the navigable channel (at Pier 34) throughout the deck replacement. This operation is expected to be completed by November 2008. Mariners should use caution when transiting the area. Chart: 12263.

LNM: 46/06

MD (CHOPTANK RIVER AND HERRING BAY) - CHOPTANK RIVER EMERGENCY BRIDGE REPAIRS

Mariners are advised that emergency mechanical repairs are in progress at the MD 331 (swing) Bridge, at mile 35.3, across Choptank River in Dover, MD. Until further notice and to facilitate repairs, a two-hour advance notice is required for vessel openings from 6 a.m. to 6 p.m. by calling the bridge operator at (410) 822-0538. Mariners should use extreme caution when transiting the area. Chart: 12266.

VA - ELIZABETH RIVER - SOUTHERN BRANCH - NORFOLK NAVAL SHIPYARD - PIER CONSTRUCTION

Weeks Marine Construction Co. will be conducting pier demolition/ reconstruction and pile driving in the vicinity of pier 3- berths 2, 23, 24 and 25 from 12 March 2007 until Oct. 2009. Barges may extend out into the channel 30 to 40 feet from the work site. Assisting tugs may be contacted on VHF-FM CHs 13, 16 & 03. Mariners are requested to transit the site with no wake. Chart : 12253.

LNM: 11/07

VA - CHESAPEAKE BAY - GARDEN CREEK - GARDEN CREEK CANAL - BRIDGE INFORMATION

Mariners are advised to take caution when approaching the Route 609 Bridge to Bethel Beach, on the Garden Creek Canal, Mile 0.5, in Mathews County, Virginia. The waterway will be completely blocked until July 31, 2007 while concrete is poured and cured. The new bridge will be under construction but open to navigation from August 1 - 31, 2007 with 3 foot MHW vertical clearance. Chart: 12238.

LNM: 26/07

VA-MD-POTOMAC RIVER-LOWER CEDAR POINT TO MATTAWOMAN CREEK - SAFETY ZONE

Mariners are advised that a fireworks display is scheduled to occur on the Potomac River on July 28, 2007, at 9 p.m. near Fairview Beach, Virginia. As found in Title 33 Code of Federal Regulations Part 165.506, a safety zone will be established upon the waters of the Potomac River, surface to bottom, within a 300-yard radius of the fireworks discharge barge in approximate position 38° 20 36N, 077° 14 09W (Datum NAD 1983). The zone becomes effective from 7:30 p.m. to 10 p.m. on Saturday, July 28, 2007 (rain date of August 4, 2007). The effect will be to restrict vessel traffic on specified waters of the Potomac River. The fireworks barge will have a sign on its port and starboard sides labeled FIREWORKS--DANGER--STAY AWAY to provide on scene notice that the safety zone will be enforced. Vessels may not enter, remain in, or transit through the safety zone during the enforcement period unless authorized by the Coast Guard Captain of the Port or designated Coast Guard patrol personnel on scene. All persons and vessels shall comply with the instructions of the Captain of the Port or the designated on-scene-patrol personnel, and upon being hailed by siren, radio, flashing light or other means, the operator of a vessel shall proceed as directed. Other Federal, State and local agencies may assist these personnel in the enforcement of the safety zone. For any comments or questions, contact Mr. Ron Houck at Coast Guard Sector Baltimore, telephone number (410) 576-2674. Chart: 12288.

LNM: 24/07

VA - CHESPEAKE BAY - NEWPORT NEWS TO JAMESTOWN ISLAND - NANSEMOND RIVER

Mariners are advised that demolition work is in progress to remove the Route 125 (Kings Highway) Bridge, at mile 7.7, in the City of Suffolk, VA. To facilitate the removal, a crane barge will occupy the northern most channel between Piers 1 and 2 removing the existing fender system adjacent to Pier 1. The southern most channel between Piers 2 and 3 will remain open to marine traffic throughout this operation. Mariners are also advised to exercise caution when transiting the area. Work is expected to be completed by 30 September, 2007. Chart 12248

LNM: 27/07

VA - CHESPEAKE BAY - NEWPORT NEWS TO JAMESTOWN ISLAND - NANSEMOND RIVER - BRIDGE DEMOLITION

Mariners are advised that demolition work is in progress to remove the Route 125 (Kings Highway) Bridge, at mile 7.7, in the City of Suffolk, VA. To facilitate the removal, a crane barge will occupy the northern most channel between Piers 1 and 2 removing the existing fender system adjacent to Pier 1. The southern most channel between Piers 2 and 3 will remain open to marine traffic throughout this operation. Mariners are also advised to exercise caution when transiting the area. Chart: 12248.

LNM: 28/07

VA - CHINCOTEAGUE INLET - CHINCOTEAGUE CHANNEL - NEW BRIDGE CONSTRUCTION

Mariners are advised that work is in progress to replace the existing Route 175 Bridge, at mile 3.5, across Black Narrows and Chincoteague Channel at Chincoteague Island, VA. A new movable bridge will be assembled to cross Lewis Creek Channel. To facilitate the new construction, barges and the formation of a temporary trestle will partly obstruct navigation in Lewis Creek Channel. Mariners should use extreme caution when transiting the area. Chart: 12210.

LNM: 18/07

NC - NEUSE RIVER - TRENT RIVER - NEW BRIDGE CONSTRUCTION

Mariners are advised that work is in progress to replace the existing US 70/Alfred Cunningham (swing-type) Bridge, at mile 0.0, across Trent River, at New Bern NC, with a new lift bridge. This phase of the work will involve the removal of the swing span and fender system commencing on or about July 5, 2007. Scheduled work hours will be from 7 a.m. to 5:30 p.m., Monday thru Friday, and will remain in effect until August 24, 2007. To facilitate the work, the swing span will be maintained in the open position to vessels allowing traffic through one channel until removal. A barge, measuring 40 ft X 140 ft, will occupy the other channel to remove the piles and fender system. The contractor will also use work boats in the vicinity. Excessive speed and wake by boaters may cause serious effects to the bridge project. It is important that mariners obey the speed restrictions and reduce wakes through the work zone. Mariners should use extreme caution when transiting the area. Chart: 11552.

LNM: 26/07

NC - ATLANTIC OCEAN - BEAUFORT INLET - FISHING TOURNAMENT

The "FLW King Mackerel Fishing Tournament " will take place on September 15 2007 with a weather back-up date of September 16 2007 from 6:00 a.m. to 6:00 p.m. This event will include approximately 125 vessels of varying lengths. Mariners are urged to exercise caution when transiting in the vicinity of the weigh in station at Sea Water Marina Atlantic Beach NC. No restrictions are placed on the use of the navigable waters by other parties. For any comments or questions, contact Chief Warrant Officer Humphrey at Coast Guard Sector North Carolina, (252) 247-4525, or at Christopher.d.humphrey@uscg.mil Chart: 11520.

LNM: 28/07

NC - ATLANTIC OCEAN - BEAUFORT - FISHING TOURNAMENT

The -CCSA Boater-s World King Mackerel Fishing Tournament - will take place on July 13 & 14, 2007 from 6:00 a.m. to 5:00 p.m. This event will include approximately 150 vessels of varying lengths. Mariners are urged to exercise caution when transiting in the vicinity of the weigh in station at Morehead City Waterfront. No restrictions are placed on the use of the navigable waters by other parties. For any comments or questions, contact Chief Warrant Officer Humphrey at Coast Guard Sector North Carolina, (252) 247-4525, or at Christopher.d.humphrey@uscg.mil Chart: 11520

NC - ATLANTIC OCEAN - BEAUFORT - FISHING TOURNAMENT

The "Atlantic Beach King Mackerel Fishing Tournament " will take place on September 7-8 2007 from 6:00 a.m. to 7:00 p.m. This event will include approximately 500 vessels of varying lengths. Mariners are urged to exercise caution when transiting in the vicinity of the weigh in station at Sea Water Marina Atlantic Beach NC. No restrictions are placed on the use of the navigable waters by other parties. For any comments or questions, contact Chief Warrant Officer Humphrey at Coast Guard Sector North Carolina, (252) 247-4525, or at Christopher.d.humphrey@uscg.mil <mailto:Christopher.d.humphrey@uscg.mil> Chart: 11520.

LNM: 28/07

NC - ATLANTIC OCEAN - BEAUFORT - FISHING TOURNAMENT

The "CCSA Boater's World King Mackerel Fishing Tournament " will take place on July 13 & 14, 2007 from 6:00 a.m. to 5:00 p.m. This event will include approximately 150 vessels of varying lengths. Mariners are urged to exercise caution when transiting in the vicinity of the weigh in station at Morehead City Waterfront. No restrictions are placed on the use of the navigable waters by other parties. For any comments or questions, contact Chief Warrant Officer Humphrey at Coast Guard Sector North Carolina, (252) 247-4525, or at Christopher.d.humphrey@uscg.mil Chart: 11520.

LNM: 28/07

NC - NEW RIVER - JACKSONVILLE - MARINE EVENT - SAFETY ZONE

Mariners are advised that the "National Night Out Search and Rescue Demonstration and Fireworks" display will be held on August 7, 2007 from 6:00 pm to 10:00 pm. A safety zone will be established on all waters of the New River within a 300 yard radius of the fireworks launch site in

NC - NEW RIVER - JACKSONVILLE - MARINE EVENT - SAFETY ZONE

position 34-44-45N 077-26-18W, approximately ½ mile south of the HWY 17 Bridge, Jacksonville NC. This safety zone will be enforced from 05:30 pm to ½ hour past the conclusion of the event. This is necessary to control vessel traffic for safety of life and property on navigable waters during the event. Vessel traffic will be restricted on this portion of the New River. The fireworks will be launched from shore, which will be marked by a sign labeled "DANGER FIREWORKS STAY AWAY" to provide on scene notice that the safety zone will be enforced. Vessels may not enter, remain in or transit through the safety zone during the enforcement period unless authorized by the Coast Guard Captain of the Port, or his or her designated representative on scene. All persons and vessels shall comply with the instructions of the Captain of the Port or the designated on-scene-patrol personnel, and upon being hailed by siren, radio, flashing light or other means, the operator of a vessel shall proceed as directed. For any comments or questions, contact Chief Warrant Officer Humphrey at Coast Guard Sector North Carolina, (252) 247-4525, or at Christopher.d.humphrey@uscg.mil Chart: 11542.

LNM: 28/07

NC - ATLANTIC OCEAN - BEAUFORT - FISHING TOURNAMENT

The "Gregory Poole Strike It Rich King Mackerel Fishing Tournament " will take place on August 24 & 25 2007. This event will include approximately 50 vessels of varying lengths. Mariners are urged to exercise caution when transiting in the vicinity of the weigh in station at Beaufort Water Front. No restrictions are placed on the use of the navigable waters by other parties. For any comments or questions, contact Chief Warrant Officer Humphrey at Coast Guard Sector North Carolina, (252) 247-4525, or at Christopher.d.humphrey@uscg.mil Chart: 11520.

LNM: 28/07

NC - ATLANTIC OCEAN - WRIGHSTVILLE BEACH - PIER TO PIER SWIM

Mariners are advised that the Wilmington Family YMCA will host the "Pier to Pier Swim" on September 8 2007. The event begins at 9:00 AM and concludes at 11:00 PM. This event will include approximately 200 participations. The race course will be parallel to Wrightsville Beach North Carolina between the Johnny Mercer Pier and the Crystal Pier. No restrictions are being placed on the use of any navigable waterways by any other agency. For any comments or questions, contact Chief Warrant Officer Humphrey at Coast Guard Sector North Carolina, (252) 247-4525, or at christopher.d.humphrey@uscg.mil Chart: 11539.

LNM: 28/07

SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS

LOCATION	DATE	DREDGE	
NJ Christina River	Dredging 15 Jun 2007	DREDGE CHARLESTON	Ref. LNM 25/07.
NJ Delaware River	Torresdale Range Dredging 09 Jun 2007		Ref. LNM 23/07.
MD Deep Creek/Duck Creek	Dredging 18 Jun 15 Jan, 2008	DREDGE RENRAG2	Ref. LNM 25/07
MD Upper Ches. Bay/ Poplar Island	Dredging 13 Jun to 01 Dec, 2007	Southwind Const. DREDGE JENNI LEA	Ref. LNM 24/07
MD Potomac River/Piney Point Creek	Dredging 30 May 31 July, 2007	Lake Services, Inc.	Ref. LNM 23/07
MD Baltimore Inner Harbor	Pier debris removal 14 May 14 Jul, 2007	Corman-Imbach Marine Corp.	Ref. LNM 20/07
MD Seagirt/Dundalk Terminal Channel	Dredging 01 Apr to 01 Aug, 2007	WEEKS DREDGES 550 & 551	Ref. LNM 12/07.
MD Back River	Cofferdam const 11 May to Jul 2007	American Infrastructure Co.	Ref. LNM 20/06
MD Baltimore Harbor	Dredging Until Further Notice	DREDGE CURTIS BAY	Ref. LNM 11/06.
VA South Virginia Beach	Dredging/beach re-nourishment 26 Jun 08 Sep, 2007	DREDGES B.E. LINDHOLM & R.N. WEEKS	Ref. LNM 25/07.
VA Chesapeake Bay/Cape Henry Ch to York Spit Ch.	Dredging 15 Jun to 15 Aug, 2007	ACOE hopper DREDGE MCFARLAND	Ref. LNM 23/07
VA Elizabeth River/Southern Branch/Beltline RR Bridge	Repairs Until further notice	Crofton Diving Corp.	Ref. LNM 18/07.
VA Elizabeth River/Norfolk Marine Terminal	Wharf extension Jan 12, 2007 for approx 18 months	SKANSKA Southwest, Inc.	Ref. LNM 03/07.
VA Virginia Beach Ocean Front/16th St	Pipe Outfall Constr Jul 2006 to Jul, 2007	Precon Marine	Ref. LNM 28/06
VA Rudee Inlet	Dredging Continuous	DREDGE RUDEE II	
NC Cape Fear River/Sunny Point Terminal	Dredging 23 May to 10 Oct, 2007	DREDGE ATLANTIC	Ref. LNM 20/07.
NC AIWW/Alligator River	Dredging 12 Jun to 01 Sep, 2007	DREDGE RICHMOND	Ref. LNM 24/07

SUMMARY OF REPORTED HAZARDS TO NAVIGATION/ SHOALING

LOCATION	REF. LNM
NJ NJICW at Daybeacon 156 (LLNR 35360)	Shoaling LNM 02/07
NJ Absecon Inlet	Shoaling LNM 05/06
NJ/PA Delaware Bay Main Channel	Shoaling LNM 29/06
NJ Barnegat Bay/Oyster Creek	Shoaling LNM 46/0
DE Sinepuxent Bay	Shoaling LNM 15/07
MD Patuxent River	Shoaling LNM 17/07
MD Spring Garden Channel	Shoaling LNM 16/07
MD Ocean City Inlet	Shoaling LNM 14/07
MD Chesapeake Channel Flag Harbor	Shoaling LNM 45/06
MD St. Catherines Sound	Shoaling LNM 43/06
MD Knapps Narrows	Shoaling LNM 34/06
MD Honga River	Shoaling LNM 51/05
MD Tar Bay	Shoaling LNM 11/06

SUMMARY OF REPORTED HAZARDS TO NAVIGATION/ SHOALING

MD Tangier Sound/Smith Island/Big Thorofare West Shoaling LNM 45/06
VA Currioman Bay Shoaling LNM 51/05
VA Rappahannock River Ent/Queens Creek Shoaling LNM 50/06
VA VIP at VIP DBN 184 (LLNR 6220), VIP DBN AA (LLNR 5520),
VIP LT 169 (LLNR 6180), VIP DBN 107 (LLNR 5950)
Shoaling LNM 43/06, 16/07
VA Bonum Creek Shoaling LNM 43/06
VA VIP/Quinby Inlet Shoaling LNM 35/06
VA Winter Harbor Shoaling LNM 25/06
VA James River Tylers Beach Channel Shoaling LNM 23/06
VA VIP Shoaling LNM 18/06, 19/06
VA VIP DBN 1, Buoys 55, 55A LNM 14/06
VA Lynnhaven Inlet Shoaling LNM 13/07
VA Lynnhaven Bay The Narrows Shoaling LNM 26/06
VA Lynnhaven Bay Eastern Br. Shoaling LNM 20/07
NC Wrightsville Channel Shoaling LNM 13/07
NC Bigfoot Slough Shoaling LNM 11/07
NC Cape Fear River/ Little River Daybeacon 75 (LLNR 40320), Daybeacon 154A (LLNR 39726) LNM 11/07, 13/07
NC Oregon Inlet Shoaling LNM 20/07
NC Ocracoke Inlet Teaches Hole Channel Shoaling LNM 36/06
NC New River Cape Fear River LT 98 Shoaling LNM 35/06
NC Alligator River Shoaling LNM 28/06
NC New River Shoaling LNM 11/07
NC Hatteras Inlet Shoaling LNM 36/06
NC Bogue Inlet AIWW Shoaling LNM 16/06, 06/07
NC New Topsail Inlet/Old Topsail Creek Shoaling LNM 11/06, 33/06, 06/07
NC Old Topsail Creek Shoaling LNM 21/07
NC Carolina Beach Inlet Shoaling LNM 16/06, 06/07

SUMMARY OF MARINE EVENTS/BOATING FESTIVALS/FIREWORKS SAFETY ZONES**MARYLAND**

OCEAN CITY ISLE OF WIGHT BAY SEACRETS NIGHT CLUB FIREWORKS SAFETY ZONE ,
AUGUST 05, SEPTEMBER 02, 2007. Ref. LNM 18/07
OCEAN CITY ASSAWOMAN BAY JAMBOREE IN THE PARK FIREWORKS SAFETY ZONE JULY 04, 2007
Ref. LNM 18/07.
POTOMAC RIVER FAIRVIEW BEACH FIREWORKS SAFETY ZONE JULY 14, 2007 Ref. LNM 19/07.

VIRGINIA

YORK RIVER YORKTOWN WATERMAN'S FESTIVAL/BOAT RACE JULY 15. Ref. LNM 18/07.
FAIRFIELD BEACH FIREWORKS SAFETY ZONE 28 JULY, 2007. Ref. LNM 24/07.

NORTH CAROLINA

WRIGHTSVILLE BEACH SAILBOAT RACES CAROLINA BEACH YACHT CLUB - 39 EVENTS FROM MAY 05 TO 01 DEC
2007 Ref LNM 14/07.
ROANOKE RIVER PLYMOUTH DRAG BOAT RACES MARINE EVENT JULY 22, AUG 11 & 12, SEP 30, OCT
21, 2007. Ref. LNM 24/07.
NEUSE RIVER CHERRY BRANCH/SLOCUM CREEK MARINE EVENT HANCOCK REGATTA JULY 14 & 15, 2007.
Ref. LNM 24/07.
BEAUFORT CCSA BOATER-S WORLD KING MACKERAL FISHING TOURNAMENT JULY 13 & 14, 2007. REF. LNM 28/07.
NEW RIVER NATIONAL NIGHT OUT SEARCH AND RESCUE DEMO AND FIREWORKS AUG. 07, 2007. REF LNM 28/07.
BEAUFORT GREGORY POOLE STRIKE IT RICH KING MACKERAL FISHING TOURNAMENT AUG 24 & 25, 2007.
REF LNM 28/07
WRIGHTSVILLE BEACH PIER TO PIER SWIM SEP 28, 2007 REF LNM 28/07.
BEAUFORT FLW KING MACKERAL FISHING TOURNAMENT SEP 15, 2007 REF. LNM 28/07.
BEAUFORT ATLANTIC BEACH KING MACKERAL FISHING TOURNAMENT SEP 7 & 8, 2007 REF. LNM 28/07.

SECTION VIII - LIGHT LIST CORRECTIONS

An Asterisk *, indicates the column in which a correction has been made to new information

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
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SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
3840	Enterprise Upper Range Front Light	40-04-29.274N 074-55-04.021W	Fl W 2.5s (NIGHT) Fl W 2.5s (DAY)	25 28		On skeleton tower.	Lighted throughout 24 hours. Day: Visible 1.5 degrees either side of rangeline Night: Visible 4 degrees either side of rangeline.	28/07
7435 22715	Tangier Sound Light	37-47-14.770N 075-58-24.930W	Fl W 6s	45	12	NB on white square tower on piles.	Red from 115° to 193°.	28/07
			*		R 9			
10510	Little Creek Harbor Jetty Light 4	36-55-53.520N 076-10-44.400W	Q R	30	5	TR on pile.		28/07
			*					
14981	Broad Creek Channel Buoy 6A	37-33-42.444N 076-18-50.338W				Red nun.		28/07
			*					
22715 7435	Tangier Sound Light	37-47-14.770N 075-58-24.930W	Fl W 6s	45	12	NB on white square tower on piles.	Red from 115° to 193°.	28/07
					R 9			
			*					
25460	Tred Avon River Daybeacon 11	38-43-27.138N 076-08-36.386W				SG on pile.		28/07
			*					
39210	Bogue Sound New River Daybeacon 58	34-37-57.050N 077-12-18.000W				TR-TY on pile.		28/07
			*					

PUBLICATION CORRECTIONS

None

ENCLOSURES

U.S. Coast Pilot 4, Atlantic Coast; Cape Henry, VA to Key West, FL, 2006 (38th) Edition.

Change No. 24

SPECIAL LOCAL REGULATIONS FOR MARINE EVENTS: PAMLICO RIVER, WASHINGTON, NORTH CAROLINA

TEMPORARY FINAL RULE.

SPECIAL LOCAL REGULATIONS FOR MARINE EVENTS: JOHN H. KERR RESERVOIR, CLARKSVILLE, VA.

NOTICE OF PROPOSED RULEMAKING

SPECIAL LOCAL REGULATIONS FOR MARINE EVENTS: CHOPTANK RIVER, CAMBRIDGE, MD

NOTICE OF PROPOSED RULEMAKING

SPECIAL REGULATIONS FOR MARINE EVENTS; BACK RIVER, POQUOSON, VA

F.M. Rosa
Rear Admiral, U.S. Coast Guard
COMMANDER, FIFTH COAST GUARD DISTRICT

Publication—National Ocean Service—U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2006 (38th) Edition. Change No. 24.

Coast Pilot 4 38th Ed 2006 Corrections

Page 220-Paragraph 41, lines 5-8; read:
and daybeacons, leads east-northeastward passing
through **Walter Slough**, ending at the small-boat
basin. In May 2007, the controlling depth was 2.0
feet in the channel with 5.9 feet in the basin.

(BP 191124)

Page 250-Paragraph 89, lines 7-9; read:
junction with the Intracoastal Waterway; in May
2007, the controlling depth was less than one foot.
Both channels are subject to ...

(BP 191123)

Page 312-Paragraph 152, lines 6-8; read:
dry and wet storage. Engine and electronic repairs
can be made.

(DB 16160)

Page 397-Paragraph 86, line 9; read:
storage. In June 2007, the reported approach depth
was 6 feet with 4 feet ...

(DB 16145)

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[Docket No. CGD05-07-032]

RIN 1625-AA08

Special Local Regulations for Marine Events; Pamlico River, Washington, North Carolina

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing temporary special local regulations for the "SBIP - Fountain Powerboats Kilo Run and Super Boat Grand Prix", a marine event to be held August 3 and August 5, 2007, on the waters of the Pamlico River, near Washington, North Carolina. These special local regulations are necessary to provide for the safety of life on navigable waters during the event. This action is intended to restrict vessel traffic in portions of the Pamlico River during the event.

DATES: This rule is effective from 6:30 a.m. on August 3, 2007 to 4:30 p.m. on August 5, 2007.

ADDRESSES: Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, are part of docket [CGD05-07-032] and are available for inspection or copying at Commander, (dpi), Fifth Coast Guard District, Room 415, 431 Crawford Street, Portsmouth, Virginia 23704-5004; between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Dennis Sens, Project Manager, Inspections and Investigations Branch, at (757) 398-6204.

SUPPLEMENTARY INFORMATION:

Regulatory Information

On May 4, 2007, we published a notice of proposed rulemaking (NPRM) entitled Special Local Regulations for Marine Events; Pamlico River, Washington, NC in the Federal Register (72 FR 25214). We received no letters commenting on the proposed rule. No public meeting was requested, and none was held.

Background and Purpose

On August 3 and August 5, 2007, Super Boat International Productions will sponsor the "SBIP - Fountain Powerboats Kilo Run and Super Boat Grand Prix", on the Pamlico River, near Washington, North Carolina. The event will consist of approximately 40 high-speed powerboats racing in heats along a 5-mile oval course on August 3 and 5, 2007. Preliminary speed trials along a straight one-kilometer course will be conducted on August 3, 2007. Approximately 20 boats will participate in the speed trials. Approximately 100 spectator vessels will gather nearby to view the speed trials and the race. If either the speed trials or races are postponed due to weather, they will be held the next day. During the speed trials and the races, vessel traffic will be temporarily restricted to provide for the safety of participants, spectators

and transiting vessels.

Discussion of Comments and Changes

The Coast Guard did not receive comments in response to the notice of proposed rulemaking (NPRM) published in the Federal Register. Accordingly, the Coast Guard is establishing temporary special local regulations on specified waters of the Pamlico River, Washington, North Carolina.

Regulatory Evaluation

This rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order.

Although this regulation prevents traffic from transiting a portion of the Pamlico River, near Washington, North Carolina during the event, the effect of this regulation will not be significant due to the limited duration that the regulated area will be in effect and the extensive advance notifications that will be made to the maritime community via marine information broadcasts, local commercial radio stations and area newspapers so mariners can adjust their plans accordingly.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we have considered whether this rule would have a significant economic impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities. This rule will affect the following entities, some of which may be small entities: the owners or operators of vessels intending to transit this section of the Pamlico River, Washington, North Carolina during the event.

This rule will not have a significant economic impact on a substantial number of small entities for the following reasons. This rule will be in effect for only a short period, from 6:30 a.m. to 12:30 p.m. on August 3, 2007, and from 10:30 a.m. to 4:30 p.m. on August 5, 2007. Affected waterway users may pass safely around the regulated area with approval from the patrol commander. Before the enforcement period, we will issue maritime advisories so mariners can adjust their plans accordingly.

Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104-121), we offered to assist small entities in understanding the rule so that they could better evaluate its effects on them and participate in the rulemaking process.

Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions

annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 1-888-REG-FAIR (1-888-734-3247). The Coast Guard will not retaliate against small entities that question or complain about this rule or any policy or action of the Coast Guard.

Collection of Information

This rule calls for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520).

Federalism

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on State or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this rule under that Order and have determined that it does not have implications for federalism.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 or more in any one year. Though this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

Taking of Private Property

This rule will not effect a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

Civil Justice Reform

This rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

We have analyzed this rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and does not create an environmental risk to health or risk to safety that may disproportionately affect children.

Indian Tribal Governments

This rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

Energy Effects

We have analyzed this rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant

adverse effect on the supply, distribution, or use of energy. The Administrator of the Office of Information and Regulatory Affairs has not designated it as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

Technical Standards

The National Technology Transfer and Advancement Act (NTTAA) (15 U.S.C. 272 note) directs agencies to use voluntary consensus standards in their regulatory activities unless the agency provides Congress, through the Office of Management and Budget, with an explanation of why using these standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (e.g., specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or adopted by voluntary consensus standards bodies.

This rule does not use technical standards. Therefore, we did not consider the use of voluntary consensus standards.

Environment

We have analyzed this rule under Commandant Instruction M16475.ID and Department of Homeland Security Management Directive 5100.1, which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA)(42 U.S.C. 4321-4370f), and have concluded that there are no factors in this case that would limit the use of a categorical exclusion under section 2.B.2 of the Instruction. Therefore, this rule is categorically excluded, under figure 2-1, paragraph (34)(h), of the Instruction, from further environmental documentation.

Under figure 2-1, paragraph (34)(h), of the Instruction, an "Environmental Analysis Check List" and a "Categorical Exclusion Determination" are not required for this rule.

List of Subjects in 33 CFR Part 100

Marine safety, Navigation (water), Reporting and recordkeeping requirements, Waterways.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 100 as follows:

PART 100--SAFETY OF LIFE ON NAVIGABLE WATERS

1. The authority citation for part 100 continues to read as follows:

Authority: 33 U.S.C. 1233, Department of Homeland Security Delegation No. 0170.1.

2. Add a temporary section, § 100.35-T05-032 to read as follows:

§ 100.35-T05-032, Pamlico River, Washington, NC.

(a) Regulated area. The regulated area is established for the waters of the Pamlico River including Chocowinity Bay, from shoreline to shoreline, bounded on the south by a line running northeasterly from Camp Hardee at latitude 35°28'23" North, longitude 076°59'23" West, to Broad Creek Point at latitude 35°29'04" North, longitude 076°58'44" West, and bounded on the north by the Norfolk Southern Railroad Bridge. All coordinates reference Datum NAD 1983.

(b) Definitions: (1) Coast Guard Patrol Commander means a commissioned, warrant, or petty officer of the Coast Guard who has been designated by the Commander, Coast Guard Sector North Carolina to act on their behalf.

(2) Official Patrol means any vessel assigned or approved by Commander, Coast Guard Sector North Carolina with a commissioned, warrant, or petty officer on board and displaying a Coast Guard ensign.

(3) Participant includes all vessels participating in the "Fountain Super Boat Grand Prix" under the auspices of the Marine Event Permit issued to the event sponsor and approved by Commander, Coast Guard Sector North Carolina.

(c) Special local regulations: (1) Except for participating vessels and persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the regulated area.

(2) The operator of any vessel in the regulated area shall: (i) Stop the vessel immediately when directed to do so by any Official Patrol and then proceed only as directed.

(ii) All persons and vessels shall comply with the instructions of the Official Patrol.

(iii) When authorized to transit the regulated area, all vessels shall proceed at the minimum speed necessary to maintain a safe course that minimizes wake near the race course.

(d) Enforcement period. This section will be enforced from 6:30 a.m. to 12:30 p.m. on August 3, 2007, and from 10:30 a.m. to 4:30 p.m. on August 5, 2007. If either the speed trials or the races are postponed due to weather, then the temporary special local regulations will be enforced during the same time period the next day.

Dated: July 2, 2007

F. M. ROSA, JR.
Rear Admiral, U.S. Coast Guard
Commander, Fifth Coast Guard District

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[Docket No. CGD05-07-045]

RIN 1625-AA08

Special Local Regulations for Marine Events; John H. Kerr Reservoir, Clarksville, VA

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to establish temporary special local regulations for the “Clarksville Hydroplane Challenge”, a power boat race to be held on the waters of the John H. Kerr Reservoir adjacent to Clarksville, Virginia. These special local regulations are necessary to provide for the safety of life on navigable waters during the event. This action is intended to restrict vessel traffic in portions of the John H. Kerr Reservoir adjacent to Clarksville, Virginia during the power boat race.

DATES: Comments and related material must reach the Coast Guard on or before [INSERT DATE 30 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

ADDRESSES: You may mail comments and related material to Commander (dpi), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, Virginia 23704-5004, hand-deliver them to Room 415 at the same address between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays, fax them to (757) 391-8149, or e-mail them to Dennis.M.Sens@uscg.mil. The Inspections and Investigations Branch, Fifth Coast Guard District, maintains the public docket for this rulemaking. Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, will become part of this docket and will be available for inspection or copying at the above address between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Dennis Sens, Project Manager, Inspections and Investigations Branch, at (757) 398-6204.

SUPPLEMENTARY INFORMATION:

Request for Comments

We encourage you to participate in this rulemaking by submitting comments and related material. If you do so, please include your name and address, identify the docket number for this rulemaking (CGD05-07-045), indicate the specific section of this document to which each comment applies, and give the reason for each comment. Please submit all comments and related material in an unbound format, no larger than 8½ by 11 inches, suitable for copying. If you would like to know they reached us, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period. We may change this proposed rule in view of them.

Public Meeting

We do not now plan to hold a public meeting. But you may submit a request for a meeting by writing to Fifth Coast Guard District at the address under ADDRESSES explaining why one would be beneficial. If we determine that one would aid this rulemaking, we will hold one at a time and place announced by a later notice in the Federal Register.

Background and Purpose

On October 6 and 7, 2007, the Virginia Boat Racing Association will sponsor the "Clarksville Hydroplane Challenge", on the waters of the John H. Kerr Reservoir. The event will consist of approximately 70 inboard hydroplanes racing in heats counter-clockwise around an oval racecourse. A fleet of spectator vessels is anticipated to gather nearby to view the competition. Due to the need for vessel control during the event, vessel traffic will be temporarily restricted to provide for the safety of participants, spectators and transiting vessels.

Discussion of Proposed Rule

The Coast Guard proposes to establish temporary special local regulations on specified waters of the John H. Kerr Reservoir adjacent to Oconeechee State Park, Clarksville, Virginia and State Route 15 Highway Bridge. The regulated area includes a section of the John H. Kerr Reservoir approximately one half mile long, and bounded in width by each shoreline. This rule will be enforced from 7:30 a.m. to 6:30 p.m. on October 6 and 7, 2007, and will restrict general navigation in the regulated area during the power boat race. The Coast Guard, at its discretion, when practical will allow the passage of vessels when races are not taking place. Except for participants and vessels authorized by the Coast Guard Patrol Commander, no person or vessel will be allowed to enter or remain in the regulated area during the enforcement period. These regulations are needed to control vessel traffic during the event to enhance the safety of participants, spectators and transiting vessels.

Regulatory Evaluation

This proposed rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order.

We expect the economic impact of this proposed rule to be so minimal that a full Regulatory Evaluation is unnecessary. Although this proposed regulation will prevent traffic from transiting a portion of the John H. Kerr Reservoir adjacent to Clarksville, Virginia during the event, the effect of this regulation will not be significant due to the limited duration that the regulated area will be in effect. Extensive advance notifications will be made to the maritime community via Local Notice to Mariners, marine information broadcasts, area newspapers and local radio stations, so mariners can adjust their plans accordingly. Vessel traffic will be able to transit the regulated area between heats, when the Coast Guard Patrol Commander deems it is safe to do so.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we have considered whether this proposed rule would have a significant economic impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities. This proposed rule would affect the following entities, some of which might be small entities: the owners or operators of vessels intending to transit this section of the John H. Kerr Reservoir during the event.

This proposed rule would not have a significant economic impact on a substantial number of small entities for the following reasons. This rule will be enforced for only a short period, from 7:30 a.m. to 6:30 p.m. on October 6 and 7, 2007. The regulated area will apply to a segment of the reservoir adjacent to State Route 15 Highway Bridge and Occoneechee State Park. Marine traffic may be allowed to pass through the regulated area with the permission of the Coast Guard Patrol Commander. In the case where the Patrol Commander authorizes passage through the regulated area during the event, vessels will be required to proceed at the minimum speed necessary to maintain a safe course that minimizes wake near the race course. Before the enforcement period, we would issue maritime advisories so mariners can adjust their plans accordingly.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see ADDRESSES) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104-121), we want to assist small entities in understanding this proposed rule so that they can better evaluate its effects on them and participate in the rulemaking. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the Fifth Coast Guard District listed under ADDRESSES. The Coast Guard will not retaliate against small entities that question or complain about this rule or any policy or action of the Coast Guard.

Collection of Information

This proposed rule would call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520.).

Federalism

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on State or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this proposed rule under that Order and have determined that it does not have implications for federalism.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 or more in any one year.

Though this proposed rule would not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

Taking of Private Property

This proposed rule would not effect a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

Civil Justice Reform

This proposed rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

We have analyzed this proposed rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and would not create an environmental risk to health or risk to safety that might disproportionately affect children.

Indian Tribal Governments

This proposed rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it would not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

Energy Effects

We have analyzed this proposed rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. The Administrator of the Office of Information and Regulatory Affairs has not designated it as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

Technical Standards

The National Technology Transfer and Advancement Act (NTTAA) (15 U.S.C. 272 note) directs agencies to use voluntary consensus standards in their regulatory activities unless the agency provides Congress, through the Office of Management and Budget, with an explanation of why using these standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (e.g., specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or adopted by voluntary consensus standards bodies.

This proposed rule does not use technical standards. Therefore, we did not consider the use of voluntary consensus standards.

Environment

We have analyzed this proposed rule under Commandant Instruction M16475.ID and Department of Homeland

Security Management Directive 5100.1, which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA)(42 U.S.C. 4321-4370f), and have made a preliminary determination that this action is not likely to have a significant effect on the human environment. Draft documentation supporting this preliminary determination is available in the docket where indicated under ADDRESSES. We seek any comments or information that may lead to the discovery of a significant environmental impact from this proposed rule.

List of Subjects in 33 CFR Part 100

Marine safety, Navigation (water), Reporting and recordkeeping requirements, waterways.

For the reasons discussed in the preamble, the Coast Guard proposes to amend 33 CFR part 100 as follows:

PART 100 - SAFETY OF LIFE ON NAVIGABLE WATERS

1. The authority citation for part 100 continues to read as follows:

Authority: 33 U.S.C. 1233; Department of Homeland Security Delegation No. 0170.1.

2. Add temporary § 100.35-T05-045 to read as follows:

§ 100.35-T05-045, John H. Kerr Reservoir, Clarksville, Virginia.

(a) Regulated area. The regulated area is established for the waters of the John H. Kerr Reservoir, adjacent to the State Route 15 Highway Bridge and Oconeechee State Park, Clarksville, Virginia, from shoreline to shoreline, bounded on the south by a line running northeasterly from a point along the shoreline at latitude 36°37'14" N, longitude 078°32'46.5" W, thence to latitude 36°37'39.2" N, longitude 078°32'08.8" W, and bounded on the north by the State Route 15 Highway Bridge. All coordinates reference Datum NAD 1983.

(b) Definitions. (1) Coast Guard Patrol Commander means a commissioned, warrant, or petty officer of the Coast Guard who has been designated by the Commander, Coast Guard Sector Hampton Roads.

(2) Official Patrol means any vessel assigned or approved by Commander, Coast Guard Sector Hampton Roads with a commissioned, warrant, or petty officer on board and displaying a Coast Guard ensign.

(3) Participant includes all vessels participating in the Clarksville Hydroplane Challenge under the auspices of the Marine Event Permit issued to the event sponsor and approved by Commander, Coast Guard Sector Hampton Roads.

(c) Special local regulations. (1) Except for event participants and persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the regulated area.

(2) The operator of any vessel in the regulated area must: (i) Stop the vessel immediately when directed to do so by any Official Patrol and then proceed only as directed.

(ii) All persons and vessels shall comply with the instructions of the Official Patrol.

(iii) When authorized to transit the regulated area, all vessels shall proceed at the minimum speed necessary to maintain a safe course that minimizes wake near the race course.

(d) Enforcement period. This section will be enforced from 7:30 a.m. on October 6 to 6:30 p.m. on October 7, 2007.

Dated: July 5, 2007

Neil O. Buschman
Captain, U.S. Coast Guard
Commander, Fifth Coast Guard District
Acting

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[Docket No. CGD05-07-045]

RIN 1625-AA08

Special Local Regulations for Marine Events; John H. Kerr Reservoir, Clarksville, VA

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to establish temporary special local regulations for the “Clarksville Hydroplane Challenge”, a power boat race to be held on the waters of the John H. Kerr Reservoir adjacent to Clarksville, Virginia. These special local regulations are necessary to provide for the safety of life on navigable waters during the event. This action is intended to restrict vessel traffic in portions of the John H. Kerr Reservoir adjacent to Clarksville, Virginia during the power boat race.

DATES: Comments and related material must reach the Coast Guard on or before [INSERT DATE 30 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

ADDRESSES: You may mail comments and related material to Commander (dpi), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, Virginia 23704-5004, hand-deliver them to Room 415 at the same address between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays, fax them to (757) 391-8149, or e-mail them to Dennis.M.Sens@uscg.mil. The Inspections and Investigations Branch, Fifth Coast Guard District, maintains the public docket for this rulemaking. Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, will become part of this docket and will be available for inspection or copying at the above address between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Dennis Sens, Project Manager, Inspections and Investigations Branch, at (757) 398-6204.

SUPPLEMENTARY INFORMATION:

Request for Comments

We encourage you to participate in this rulemaking by submitting comments and related material. If you do so, please include your name and address, identify the docket number for this rulemaking (CGD05-07-045), indicate the specific section of this document to which each comment applies, and give the reason for each comment. Please submit all comments and related material in an unbound format, no larger than 8½ by 11 inches, suitable for copying. If you would like to know they reached us, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period. We may change this proposed rule in view of them.

Public Meeting

We do not now plan to hold a public meeting. But you may submit a request for a meeting by writing to Fifth Coast Guard District at the address under ADDRESSES explaining why one would be beneficial. If we determine that one would aid this rulemaking, we will hold one at a time and place announced by a later notice in the Federal Register.

Background and Purpose

On October 6 and 7, 2007, the Virginia Boat Racing Association will sponsor the "Clarksville Hydroplane Challenge", on the waters of the John H. Kerr Reservoir. The event will consist of approximately 70 inboard hydroplanes racing in heats counter-clockwise around an oval racecourse. A fleet of spectator vessels is anticipated to gather nearby to view the competition. Due to the need for vessel control during the event, vessel traffic will be temporarily restricted to provide for the safety of participants, spectators and transiting vessels.

Discussion of Proposed Rule

The Coast Guard proposes to establish temporary special local regulations on specified waters of the John H. Kerr Reservoir adjacent to Oconeechee State Park, Clarksville, Virginia and State Route 15 Highway Bridge. The regulated area includes a section of the John H. Kerr Reservoir approximately one half mile long, and bounded in width by each shoreline. This rule will be enforced from 7:30 a.m. to 6:30 p.m. on October 6 and 7, 2007, and will restrict general navigation in the regulated area during the power boat race. The Coast Guard, at its discretion, when practical will allow the passage of vessels when races are not taking place. Except for participants and vessels authorized by the Coast Guard Patrol Commander, no person or vessel will be allowed to enter or remain in the regulated area during the enforcement period. These regulations are needed to control vessel traffic during the event to enhance the safety of participants, spectators and transiting vessels.

Regulatory Evaluation

This proposed rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order.

We expect the economic impact of this proposed rule to be so minimal that a full Regulatory Evaluation is unnecessary. Although this proposed regulation will prevent traffic from transiting a portion of the John H. Kerr Reservoir adjacent to Clarksville, Virginia during the event, the effect of this regulation will not be significant due to the limited duration that the regulated area will be in effect. Extensive advance notifications will be made to the maritime community via Local Notice to Mariners, marine information broadcasts, area newspapers and local radio stations, so mariners can adjust their plans accordingly. Vessel traffic will be able to transit the regulated area between heats, when the Coast Guard Patrol Commander deems it is safe to do so.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we have considered whether this proposed rule would have a significant economic impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities. This proposed rule would affect the following entities, some of which might be small entities: the owners or operators of vessels intending to transit this section of the John H. Kerr Reservoir during the event.

This proposed rule would not have a significant economic impact on a substantial number of small entities for the following reasons. This rule will be enforced for only a short period, from 7:30 a.m. to 6:30 p.m. on October 6 and 7, 2007. The regulated area will apply to a segment of the reservoir adjacent to State Route 15 Highway Bridge and Occoneechee State Park. Marine traffic may be allowed to pass through the regulated area with the permission of the Coast Guard Patrol Commander. In the case where the Patrol Commander authorizes passage through the regulated area during the event, vessels will be required to proceed at the minimum speed necessary to maintain a safe course that minimizes wake near the race course. Before the enforcement period, we would issue maritime advisories so mariners can adjust their plans accordingly.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see ADDRESSES) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104-121), we want to assist small entities in understanding this proposed rule so that they can better evaluate its effects on them and participate in the rulemaking. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the Fifth Coast Guard District listed under ADDRESSES. The Coast Guard will not retaliate against small entities that question or complain about this rule or any policy or action of the Coast Guard.

Collection of Information

This proposed rule would call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520.).

Federalism

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on State or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this proposed rule under that Order and have determined that it does not have implications for federalism.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 or more in any one year.

Though this proposed rule would not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

Taking of Private Property

This proposed rule would not effect a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

Civil Justice Reform

This proposed rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

We have analyzed this proposed rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and would not create an environmental risk to health or risk to safety that might disproportionately affect children.

Indian Tribal Governments

This proposed rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it would not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

Energy Effects

We have analyzed this proposed rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. The Administrator of the Office of Information and Regulatory Affairs has not designated it as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

Technical Standards

The National Technology Transfer and Advancement Act (NTTAA) (15 U.S.C. 272 note) directs agencies to use voluntary consensus standards in their regulatory activities unless the agency provides Congress, through the Office of Management and Budget, with an explanation of why using these standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (e.g., specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or adopted by voluntary consensus standards bodies.

This proposed rule does not use technical standards. Therefore, we did not consider the use of voluntary consensus standards.

Environment

We have analyzed this proposed rule under Commandant Instruction M16475.ID and Department of Homeland

Security Management Directive 5100.1, which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA)(42 U.S.C. 4321-4370f), and have made a preliminary determination that this action is not likely to have a significant effect on the human environment. Draft documentation supporting this preliminary determination is available in the docket where indicated under ADDRESSES. We seek any comments or information that may lead to the discovery of a significant environmental impact from this proposed rule.

List of Subjects in 33 CFR Part 100

Marine safety, Navigation (water), Reporting and recordkeeping requirements, waterways.

For the reasons discussed in the preamble, the Coast Guard proposes to amend 33 CFR part 100 as follows:

PART 100 - SAFETY OF LIFE ON NAVIGABLE WATERS

1. The authority citation for part 100 continues to read as follows:

Authority: 33 U.S.C. 1233; Department of Homeland Security Delegation No. 0170.1.

2. Add temporary § 100.35-T05-045 to read as follows:

§ 100.35-T05-045, John H. Kerr Reservoir, Clarksville, Virginia.

(a) Regulated area. The regulated area is established for the waters of the John H. Kerr Reservoir, adjacent to the State Route 15 Highway Bridge and Oconeechee State Park, Clarksville, Virginia, from shoreline to shoreline, bounded on the south by a line running northeasterly from a point along the shoreline at latitude 36°37'14" N, longitude 078°32'46.5" W, thence to latitude 36°37'39.2" N, longitude 078°32'08.8" W, and bounded on the north by the State Route 15 Highway Bridge. All coordinates reference Datum NAD 1983.

(b) Definitions. (1) Coast Guard Patrol Commander means a commissioned, warrant, or petty officer of the Coast Guard who has been designated by the Commander, Coast Guard Sector Hampton Roads.

(2) Official Patrol means any vessel assigned or approved by Commander, Coast Guard Sector Hampton Roads with a commissioned, warrant, or petty officer on board and displaying a Coast Guard ensign.

(3) Participant includes all vessels participating in the Clarksville Hydroplane Challenge under the auspices of the Marine Event Permit issued to the event sponsor and approved by Commander, Coast Guard Sector Hampton Roads.

(c) Special local regulations. (1) Except for event participants and persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the regulated area.

(2) The operator of any vessel in the regulated area must: (i) Stop the vessel immediately when directed to do so by any Official Patrol and then proceed only as directed.

(ii) All persons and vessels shall comply with the instructions of the Official Patrol.

(iii) When authorized to transit the regulated area, all vessels shall proceed at the minimum speed necessary to maintain a safe course that minimizes wake near the race course.

(d) Enforcement period. This section will be enforced from 7:30 a.m. on October 6 to 6:30 p.m. on October 7, 2007.

Dated: July 5, 2007

Neil O. Buschman
Captain, U.S. Coast Guard
Commander, Fifth Coast Guard District
Acting

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[Docket No. CGD05-07-046]

RIN 1625-AA08

Special Local Regulations for Marine Events; Choptank River, Cambridge, MD

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to establish temporary special local regulations during the “Cambridge Offshore Challenge”, a marine event to be held over the waters of the Choptank River at Cambridge, Maryland. These special local regulations are necessary to provide for the safety of life on navigable waters during the event. This action is intended to restrict vessel traffic in the Choptank River during the event.

DATES: Comments and related material must reach the Coast Guard on or before [INSERT DATE 30 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER.]

ADDRESSES: You may mail comments and related material to Commander (dpi), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, Virginia 23704-5004, hand-deliver them to Room 416 at the same address between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays, or fax them to (757) 398-6203. You may also e-mail comments to Dennis.M.Sens@uscg.mil. The Inspections and Investigations Branch, Fifth Coast Guard District, maintains the public docket for this rulemaking. Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, will become part of this docket and will be available for inspection or copying at the above address between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Dennis Sens, Project Manager, Inspections and Investigations Branch, at (757) 398-6204.

SUPPLEMENTARY INFORMATION:

Request for Comments

We encourage you to participate in this rulemaking by submitting comments and related material. If you do so, please include your name and address, identify the docket number for this rulemaking (CGD05-07-046), indicate the specific section of this document to which each comment applies, and give the reason for each comment. Please submit all comments and related material in an unbound format, no larger than 8½ by 11 inches, suitable for copying. If you would like to know they reached us, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period. We may change this proposed rule in view of them.

Public Meeting

We do not now plan to hold a public meeting. But you may submit a request for a meeting by writing to the Fifth

Coast Guard District at the address under ADDRESSES explaining why one would be beneficial. If we determine that one would aid this rulemaking, we will hold one at a time and place announced by a later notice in the Federal Register.

Background and Purpose

On September 22 and 23, 2007, the Chesapeake Bay Powerboat Association will sponsor the "2007 Cambridge Offshore Challenge", on the waters of the Choptank River at Cambridge, Maryland. The event will consist of approximately 60 offshore powerboats conducting high-speed competitive races between the Route 50 Bridge and Oystershell Point, MD. A fleet of approximately 250 spectator vessels is expected to gather nearby to view the competition. Due to the need for vessel control during the event, vessel traffic will be temporarily restricted to provide for the safety of participants, spectators and transiting vessels.

Discussion of Proposed Rule

The Coast Guard proposes to establish temporary special local regulations on specified waters of the Choptank River. The temporary special local regulations will be enforced from 10:30 a.m. to 5:30 p.m. on September 22 and 23, 2007, and will restrict general navigation in the regulated area during the event. Except for participants and vessels authorized by the Coast Guard Patrol Commander, no person or vessel will be allowed to enter or remain in the regulated area. These regulations are needed to control vessel traffic during the event to enhance the safety of participants, spectators and transiting vessels.

Regulatory Evaluation

This proposed rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order.

We expect the economic impact of this proposed rule to be so minimal that a full Regulatory Evaluation is unnecessary.

Although this proposed regulation will prevent traffic from transiting a portion of the Choptank River during the event, the effect of this regulation will not be significant due to the limited duration that the regulated area will be in effect. Extensive advance notifications will be made to the maritime community via Local Notice to Mariners, marine information broadcasts, and area newspapers, so mariners can adjust their plans accordingly. Additionally, the proposed regulated area has been narrowly tailored to impose the least impact on general navigation yet provide the level of safety deemed necessary. Vessel traffic will be able to transit the regulated area between heats, when the Coast Guard Patrol Commander deems it is safe to do so.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we have considered whether this proposed rule would have a significant economic impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic

impact on a substantial number of small entities. This proposed rule would affect the following entities, some of which might be small entities: the owners or operators of vessels intending to transit or anchor in a portion of the Choptank River during the event.

This proposed rule would not have a significant economic impact on a substantial number of small entities for the following reasons. This proposed rule would be in effect for only a limited period. Vessel traffic will be able to transit the regulated area between heats, when the Coast Guard Patrol Commander deems it is safe to do so. Before the enforcement period, we will issue maritime advisories so mariners can adjust their plans accordingly.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see ADDRESSES) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104-121), we want to assist small entities in understanding this proposed rule so that they can better evaluate its effects on them and participate in the rulemaking. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the Fifth Coast Guard District at the address listed under ADDRESSES. The Coast Guard will not retaliate against small entities that question or complain about this rule or any policy or action of the Coast Guard.

Collection of Information

This proposed rule would call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520.).

Federalism

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on State or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this proposed rule under that Order and have determined that it does not have implications for federalism.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 or more in any one year. Though this proposed rule would not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

Taking of Private Property

This proposed rule would not effect a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

Civil Justice Reform

This proposed rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

We have analyzed this proposed rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and would not create an environmental risk to health or risk to safety that might disproportionately affect children.

Indian Tribal Governments

This proposed rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it would not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

Energy Effects

We have analyzed this proposed rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. The Administrator of the Office of Information and Regulatory Affairs has not designated it as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

Technical Standards

The National Technology Transfer and Advancement Act (NTTAA) (15 U.S.C. 272 note) directs agencies to use voluntary consensus standards in their regulatory activities unless the agency provides Congress, through the Office of Management and Budget, with an explanation of why using these standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (e.g., specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or adopted by voluntary consensus standards bodies.

This proposed rule does not use technical standards. Therefore, we did not consider the use of voluntary consensus standards.

Environment

We have analyzed this proposed rule under Commandant Instruction M16475.ID and Department of Homeland Security Management Directive 5100.1, which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA)(42 U.S.C. 4321-4370f), and have made a preliminary determination that this action is not likely to

have a significant effect on the human environment. Draft documentation supporting this preliminary determination is available in the docket where indicated under ADDRESSES. We seek any comments or information that may lead to the discovery of a significant environmental impact from this proposed rule.

List of Subjects in 33 CFR Part 100

Marine safety, Navigation (water), Reporting and recordkeeping requirements, waterways.

For the reasons discussed in the preamble, the Coast Guard proposes to amend 33 CFR part 100 as follows:

PART 100-SAFETY OF LIFE ON NAVIGABLE WATERS

1. The authority citation for part 100 continues to read as follows:

Authority: 33 U.S.C. 1233; Department of Homeland Security Delegation No. 0170.1.

2. Add a temporary § 100.35-T05-046 to read as follows:

§ 100.35-T05-046, Choptank River, Cambridge, MD

(a) Definitions: (1) Coast Guard Patrol Commander means a commissioned, warrant, or petty officer of the Coast Guard who has been designated by the Commander, Coast Guard Sector Baltimore.

(2) Official Patrol means any vessel assigned or approved by Commander, Coast Guard Sector Baltimore with a commissioned, warrant, or petty officer on board and displaying a Coast Guard ensign.

(3) Participant includes all vessels participating in the 2007 Cambridge Offshore Challenge under the auspices of the Marine Event Permit issued to the event sponsor and approved by Commander, Coast Guard Sector Baltimore.

(b) Regulated area includes all waters of the Choptank River, from shoreline to shoreline, bounded to the west by the Route 50 Bridge and bounded to the east by a line drawn along longitude 076° W, between Goose Point, MD and Oystershell Point, MD. All coordinates reference Datum: NAD 1983.

(c) Special local regulations: (1) Except for event participants and persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the regulated area.

(2) The operator of any vessel in the regulated area must: (i) Stop the vessel immediately when directed to do so by any Official Patrol.

(ii) Proceed as directed by any Official Patrol.

(iii) When authorized to transit the regulated area, all vessels shall proceed at the minimum speed necessary to maintain a safe course that minimizes wake near the race course.

(d) Enforcement period. This section will be enforced from 10:30 a.m. on September 22, 2007 to 5:30 p.m. on September 23, 2007.

Dated: June 26, 2007

Fred M. Rosa, Jr.
Rear Admiral, U.S. Coast Guard
Commander, Fifth Coast Guard District

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[Docket No. CGD05-07-060]

RIN 1625-AA08

Special Local Regulations for Marine Events; Back River, Poquoson, VA

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to establish special local regulations during the "Poquoson Seafood Festival Workboat Races", a marine event to be held October 14, 2007 on the waters of the Back River, Poquoson, Virginia. These special local regulations are necessary to provide for the safety of life on navigable waters during the event. This action is intended to temporarily restrict vessel traffic in a portion of the Back River during the event.

DATES: Comments and related material must reach the Coast Guard on or before [INSERT DATE 30 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER.].

ADDRESSES: You may mail comments and related material to Commander (dpi), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, Virginia 23704-5004, hand-deliver them to Room 415 at the same address between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays, or fax them to (757) 398-6203. You may also e-mail comments to Dennis.M.Sens@uscg.mil. The Inspections and Investigations Branch, Fifth Coast Guard District, maintains the public docket for this rulemaking. Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, will become part of this docket and will be available for inspection or copying at the above address between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Dennis Sens, Project Manager, Fifth Coast Guard District, Inspections and Investigations Branch, at (757) 398-6204.

SUPPLEMENTARY INFORMATION:

Request for Comments

We encourage you to participate in this rulemaking by submitting comments and related material. If you do so, please include your name and address, identify the docket number for this rulemaking (CGD05-07-060), indicate the specific section of this document to which each comment applies, and give the reason for each comment. Please submit all comments and related material in an unbound format, no larger than 8½ by 11 inches, suitable for copying. If you would like to know they reached us, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period. We may change this proposed rule in view of them.

Public Meeting

We do not now plan to hold a public meeting. But you may submit a request for a meeting by writing to the

Coast Guard at the address under ADDRESSES explaining why one would be beneficial. If we determine that one would aid this rulemaking, we will hold one at a time and place announced by a later notice in the Federal Register.

Background and Purpose.

On October 14, 2007, the City of Poquoson will sponsor "Poquoson Seafood Festival Workboat Races" on the Back River, immediately adjacent and south of Messick Point. The event will consist of approximately 60 traditional Chesapeake Bay deadrise workboats racing along a marked straight line race course in heats of 2 to 4 boats for a distance of approximately 600 yards. Due to the need for vessel control during the event, the Coast Guard will temporarily restrict vessel traffic in the event area to provide for the safety of participants, spectators and other transiting vessels.

Discussion of Proposed Rule

The Coast Guard proposes to establish temporary special local regulations on specified waters of the Back River, Poquoson, Virginia. The regulations will be in effect from 12 p.m. to 5 p.m. on October 14, 2007. The effect will be to restrict general navigation in the regulated area during the event. Except for persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the regulated area. Vessel traffic will be allowed to transit the regulated area at slow speed between heats, when the Coast Guard Patrol Commander determines it is safe to do so. These regulations are needed to control vessel traffic during the event to enhance the safety of participants, spectators and transiting vessels.

Regulatory Evaluation

This proposed rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order.

We expect the economic impact of this proposed rule to be so minimal that a full Regulatory Evaluation is unnecessary. Although this regulation will prevent traffic from transiting a portion of the Back River during the event, the effect of this regulation will not be significant due to the limited duration that the regulated area will be in effect and the extensive advance notifications that will be made to the maritime community via the Local Notice to Mariners, marine information broadcasts, area newspapers and local radio stations, so mariners can adjust their plans accordingly. Additionally, the regulated area has been narrowly tailored to impose the least impact on general navigation yet provide the level of safety deemed necessary. Vessel traffic will be able to transit the regulated area at slow speed between heats, when the Coast Guard Patrol Commander deems it is safe to do so.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we have considered whether this proposed rule would have a significant economic impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities. This proposed rule would affect the following entities, some of which

might be small entities: the owners or operators of vessels intending to transit or anchor in the effected portions of the Back River during the event.

Although this regulation prevents traffic from transiting a portion of the Back River during the event, this proposed rule would not have a significant economic impact on a substantial number of small entities for the following reasons. This proposed rule would be in effect for only a limited period. Vessel traffic will be able to transit the regulated area between heats, when the Coast Guard Patrol Commander deems it is safe to do so. Before the enforcement period, we will issue maritime advisories so mariners can adjust their plans accordingly.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see ADDRESSES) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104-121), we want to assist small entities in understanding this proposed rule so that they can better evaluate its effects on them and participate in the rulemaking. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the Coast Guard listed under ADDRESSES. The Coast Guard will not retaliate against small entities that question or complain about this rule or any policy or action of the Coast Guard.

Collection of Information

This proposed rule would call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520.).

Federalism

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on State or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this proposed rule under that Order and have determined that it does not have implications for federalism.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 or more in any one year. Though this proposed rule would not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

Taking of Private Property

This proposed rule would not effect a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

Civil Justice Reform

This proposed rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

We have analyzed this proposed rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and would not create an environmental risk to health or risk to safety that might disproportionately affect children.

Indian Tribal Governments

This proposed rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it would not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

Energy Effects

We have analyzed this proposed rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. The Administrator of the Office of Information and Regulatory Affairs has not designated it as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

Technical Standards

The National Technology Transfer and Advancement Act (NTTAA) (15 U.S.C. 272 note) directs agencies to use voluntary consensus standards in their regulatory activities unless the agency provides Congress, through the Office of Management and Budget, with an explanation of why using these standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (e.g., specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or adopted by voluntary consensus standards bodies.

This proposed rule does not use technical standards. Therefore, we did not consider the use of voluntary consensus standards.

Environment

We have analyzed this proposed rule under Commandant Instruction M16475.ID and Department of Homeland Security Management Directive 5100.1, which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA)(42 U.S.C. 4321-4370f), and have made a preliminary determination that this action is not likely to

have a significant effect on the human environment. Draft documentation supporting this preliminary determination is available in the docket where indicated under ADDRESSES. We seek any comments or information that may lead to the discovery of a significant environmental impact from this proposed rule.

List of Subjects in 33 CFR Part 100

Marine safety, Navigation (water), Reporting and recordkeeping requirements, Waterways.

For the reasons discussed in the preamble, the Coast Guard proposes to amend 33 CFR part 100 as follows:

PART 100 - REGATTAS AND MARINE PARADES

1. The authority citation for part 100 continues to read as follows:

Authority: 33 U.S.C. 1233, Department of Homeland Security Delegation No. 0170.1.

2. Add a temporary § 100.35-T05-060 to read as follows:

§ 100.35-T05-060. Back River, Poquoson, VA.

(a) Definitions: The following definitions apply to this section; (1) Coast Guard Patrol Commander means a commissioned, warrant, or petty officer of the Coast Guard who has been designated by the Commander, Coast Guard Sector Hampton Roads.

(2) Official Patrol means any vessel assigned or approved by Commander, Coast Guard Sector Hampton Roads with a commissioned, warrant, or petty officer on board and displaying a Coast Guard ensign.

(3) Participant includes all vessels participating in the Poquoson Seafood Festival Workboat races under the auspices of a Marine Event Permit issued to the event sponsor and approved by Commander, Coast Guard Sector Hampton Roads.

(b) Regulated area includes the waters of the Back River, Poquoson, Virginia, bounded on the north by a line drawn along latitude 37°06'30" North, bounded on the south by a line drawn along latitude 37°06'15" North, bounded on the east by a line drawn along longitude 076°18'52" West and bounded on the west by a line drawn along longitude 076°19'30" West. All coordinates reference Datum NAD 1983.

(c) Special local regulations: (1) Except for event participants and persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the regulated area.

(2) The operator of any vessel in the regulated area shall: (i) Stop the vessel immediately when directed to do so by any Official Patrol.

(ii) Proceed as directed by any Official Patrol.

(iii) When authorized to transit the regulated area, all vessels shall proceed at the minimum speed necessary to maintain a safe course that minimizes wake near the race course.

(d) Effective period. This section will enforced from 12 p.m. to 5 p.m. on October 14, 2007.

Dated: July 5, 2007

Neil O. Buschman

Captain, U.S. Coast Guard
Commander, Fifth Coast Guard District
Acting